

NOV 12 1937

ATLANTIC FISHERMAN

VOL. XVIII

Registered U. S. Patent Office
NOVEMBER, 1937

NO. 10

*The Ranger's
Sailing Master
speaks of
ROPE*

Columbian Rope Company
38 Commercial Wharf
Boston, Massachusetts

Attn - Mr. F. C. Herrick, Branch Mgr.

Gentlemen: It is a pleasure for me to advise you how well satisfied we are with the Columbian Rope used on the America's Cup Defender-Yacht Ranger this year.

From mooring pennant through sheet tackles and spinnaker boom guys, Columbian Rope has demonstrated its excellent quality.

Very truly yours,
Geo. H. Monsell
Sailing Master
Yacht Ranger

Upon Captain George H. Monsell, Sailing Master of the Ranger, fell the important job of selecting the sailing cordage, as well as picking and training the crew to handle it.

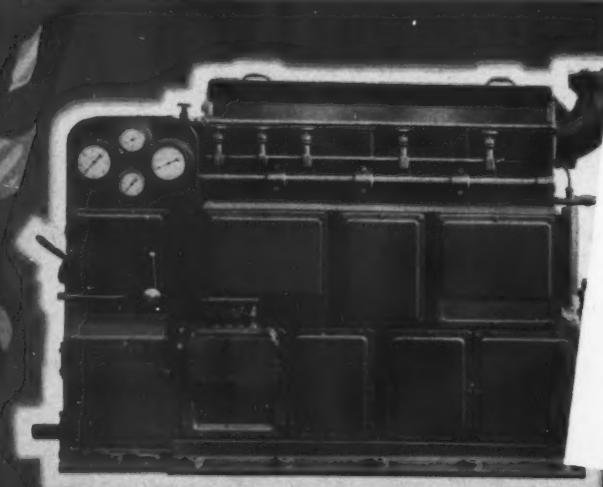
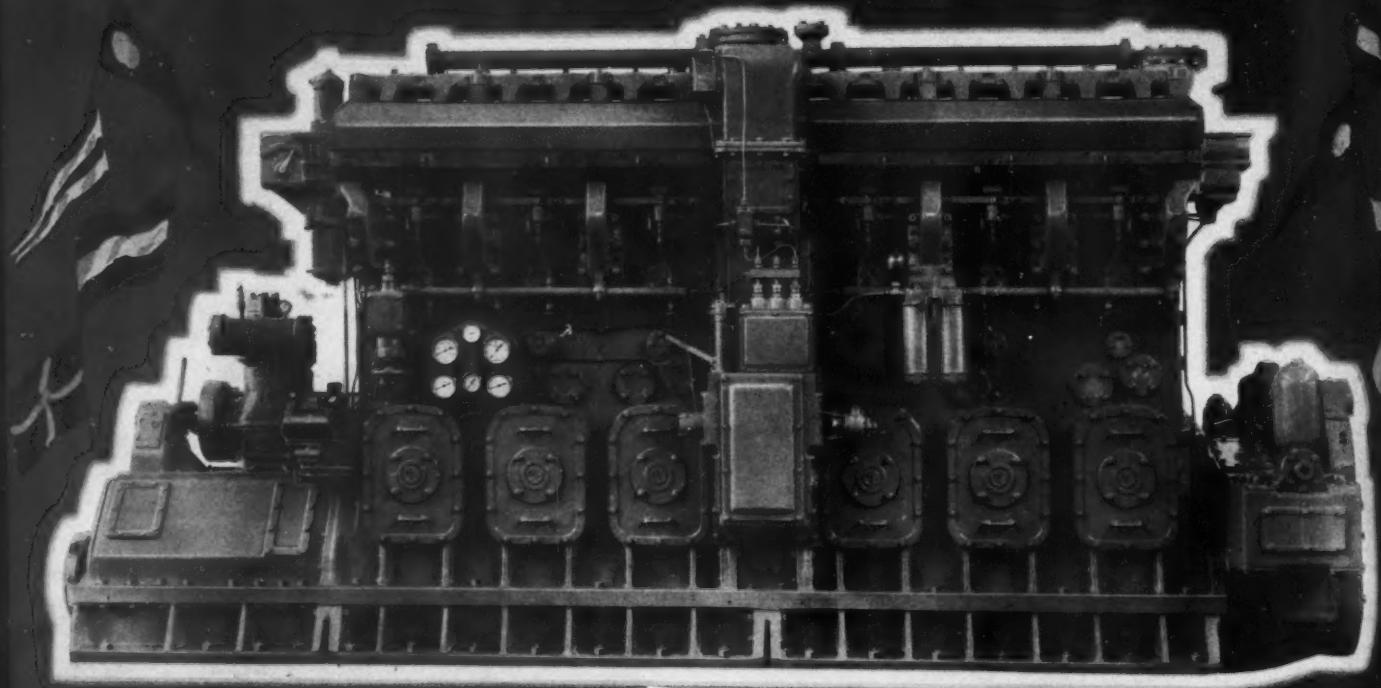
SEASONED to the ways of sail and rope and racing sloops, Captain Monsell pinned his faith to Columbian Cordage. Result—victory! Read his letter—see how Columbian again "demonstrated its excellent quality."

COLUMBIAN ROPE COMPANY
362-90 Genesee St.
AUBURN, "The Cordage City," N. Y.

COLUMBIAN *Pure
Manila* **ROPE**

Boston Office and Warehouse, 38 Commercial Wharf

HERE ARE THE DIESELST "YALE," "WEST POINT," a OUT TO THE BANKS ANDBA



Above—A Type LT-6 Cooper-Bessemer Diesel engine is used for main propulsion in each of General Seafoods' three new super-trawlers. Rated 650 H. P. at 260 r. p. m., each engine is fully capable of operating without any auxiliary equipment functioning.

Left—In each trawler, a Type FP-4 Cooper-Bessemer Diesel-electric set furnishes power for the main auxiliary electrical equipment. Rating is 140 H. P. at 450 r. p. m. Each engine drives an 80-100 KW, 250-volt generator, with 125-volt exciter.

You're Always Safe in Choosing a
for UTMOST CONVENIENCE --- RELIABILITY

STHAT WILL TAKE THE , and "ANNAPOLIS" ND BACK TWO DAYS FASTER

SUPER TRAWLERS! Recently launched by General Seafoods Corporation, these three Diesel-powered vessels are expected to bring ocean fish to the tables of the nation *fresher* than was ever before possible. The running time has been cut at least 25 percent.

TRIAL RUNS — The seaworthiness of the first trawler, "Annapolis," has already been proved. With a big sea running and a 45-mile gale blowing—ten miles off the Boston lightship,—all units worked perfectly. The boat made 12.4 knots, easily.

REMINDER — When your ships must get out there and back quickly . . . in every kind of weather and water . . . when profits depend on the engines in their hulls . . . do as General Seafoods did . . . **CHOOSE COOPER-BESSEMER!**

THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

West 43rd St.
New York City

Mills Building
Washington, D. C.

Hoffar's Limited
Vancouver, B. C.

49 Duncan Street
Gloucester, Mass.

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Houston, Texas

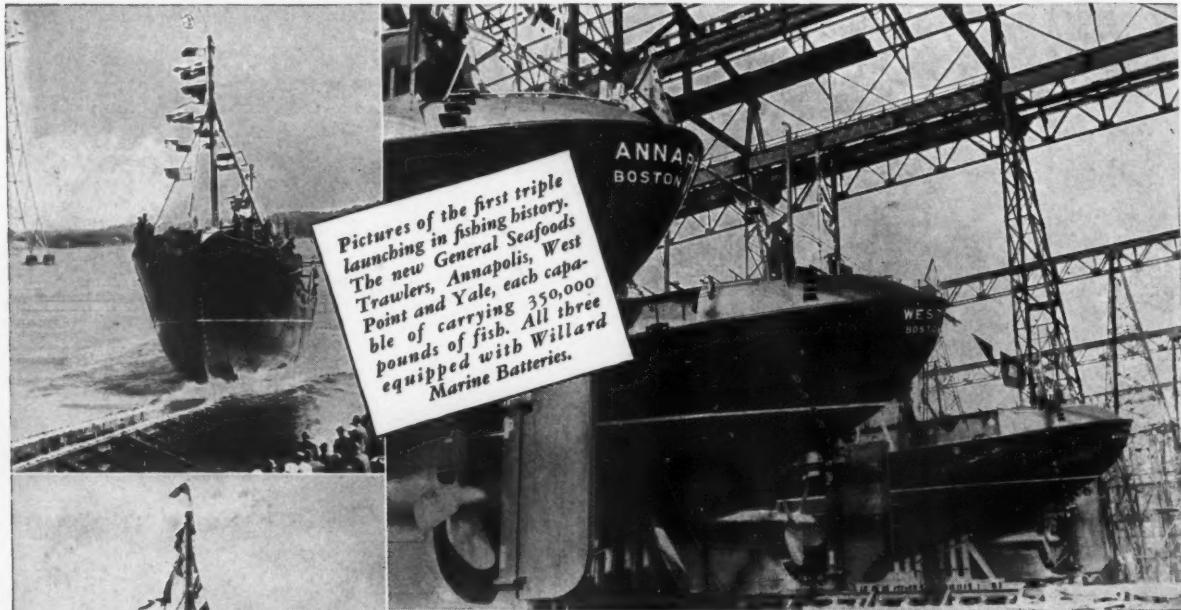
640 East 61st St.
Los Angeles, Calif.

The Pacific Marine Supply Co.
Seattle, Washington

COOPER-BESSEMER!

IT --- ECONOMY --- AND EARNING POWER

Three More of the "Collegiate" Fleet Go Down the Ways with WILLARD!



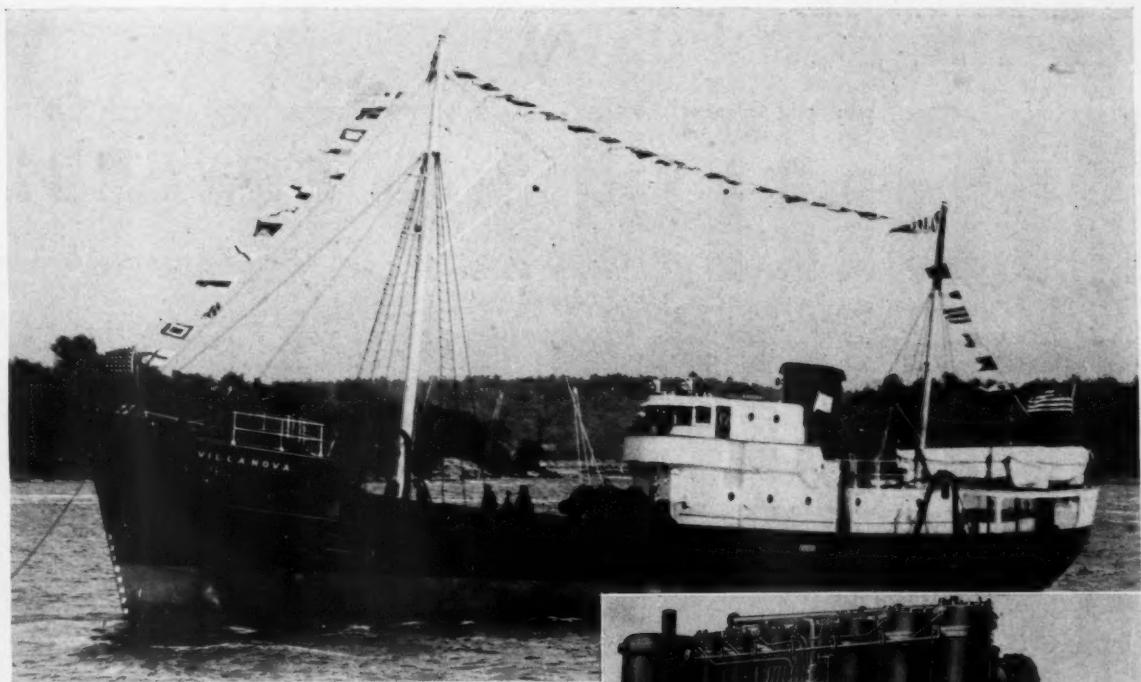
Superior performance and longer life, already proven aboard the Amherst, Dartmouth and Cornell, make Willards the unanimous choice for General Seafoods' fast new trawlers

• Because they know how important battery dependability can be in the emergencies, General Seafoods take no chances—all three of their new trawlers are equipped with Willard Marine Batteries. From first hand experience aboard their other vessels, they know that Willards perform more dependably—more economically. When so much depends on *your* auxiliary power—play safe. Protect your equipment, your crew and your profits by installing Willard Marine Batteries in *your* boats.

See your Willard Marine Dealer—buy the proper capacity Willard. You'll be safer—you'll cut costs.

WILLARD STORAGE BATTERY COMPANY • Cleveland • Dallas • Los Angeles • Toronto, Canada

Willard STORAGE BATTERIES
WILLARDS COST LESS TO OWN



The "Villanova" and, at right, her Fairbanks-Morse Model 37, 2 cycle, 7 cylinder, 14x17 pump scavenging Diesel engine.

THE "VILLANOVA", LIKE "JEANNE D'ARC", POWERED BY FAIRBANKS-MORSE

On October 21, the "Villanova", sister ship of the "Jeanne D'Arc", was launched for F. J. O'Hara & Sons, Inc., of Boston. Both these modern trawlers are powered by Fairbanks-Morse Diesels, because Francis O'Hara, after eight years of experience with Diesel engines, knows the unquestioned ability of F-M Diesels.

In addition to the main engine, which is a 735 hp. Model 37, 2 cycle, 7 cylinder, 14x17 pump scavenging, direct reversible Fairbanks-Morse marine Diesel, both the "Villanova" and "Jeanne D'Arc" carry two 25 kw. F-M Diesel generator sets, consisting of two 40 hp. Model 36-A 4½ Diesels connected to F-M 25 kw. 125 volt marine type generators; two combination water and oil pumps directly

connected to 10 hp. motors and air compressor connected to a 5 hp. motor.

Both these new trawlers add greatly to the prestige of the famous F. J. O'Hara fleet, not only because of their advanced design and many approved innovations in construction and facilities, but also because of their Fairbanks-Morse equipment, built especially to withstand the severe requirements of fishing service.

When planning to buy marine Diesels or auxiliary equipment consult Fairbanks-Morse, whose century-old manufacturing experience assures the best in fishing vessel machinery. General Offices—Chicago. Branches—Boston, New York, Baltimore, Jacksonville, New Orleans, Dallas.

FAIRBANKS **MORSE**
Diesels

DIESEL ENGINES • ELECTRIC MACHINERY
PUMPS • FAIRBANKS SCALES • RAILROAD
EQUIPMENT • FARM EQUIPMENT • HOME
APPLIANCES • HOUSEHOLD PRODUCTS • HEAT-
ING AND AIR CONDITIONING EQUIPMENT

USE THE NEW POSTAL NIGHT LETTER SERVICE

Make it part of your regular correspondence routine...use it for overnight speed...for dependability...for ECONOMY!

No wonder that business houses everywhere are switching to fast, dependable overnight communication that is available at amazingly low costs through the new Postal Telegraph Night Letter Service. Never before in all telegraph history have such staggering economies been possible.

Under the new service, rates are as low as one-fifth of a cent a word (beyond the initial 25-word base rate*) to thousands of "short haul" points.

Under the new service, messages of more than 200 words can be sent for seven-tenths of a cent a word (beyond the initial 25-word base rate*) even from coast to coast. The maximum rate for a 25-word message between the most distant U. S. points on the map is only fifty cents...two cents a word!

Take full advantage of the economies offered by the new Postal Telegraph Night Letter Service. Use it for business and social messages. Call Postal Telegraph for further information.



AMAZING SAVINGS RANGE ALL
THE WAY FROM 20% TO 75%
AND BEYOND...DEPENDING
UPON LENGTH OF MESSAGE

Postal Telegraph

Commercial
Cables



All America
Cables

Mackay Radio

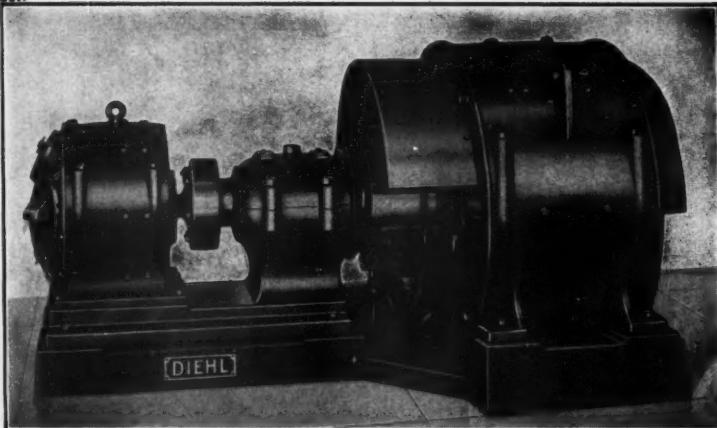
*NOTE: The initial rate is based on a minimum of 25 words. Extra words are charged for in 5-word groups.

"YALE" "WEST POINT"
"ANNAPOLIS"



GENERAL SEAFOODS CORPORATION'S
TRIPLE LAUNCHING

"ANNAPOULIS" "WEST POINT" "YALE" Equipped with **DIEHL** Marine Electrical Equipment



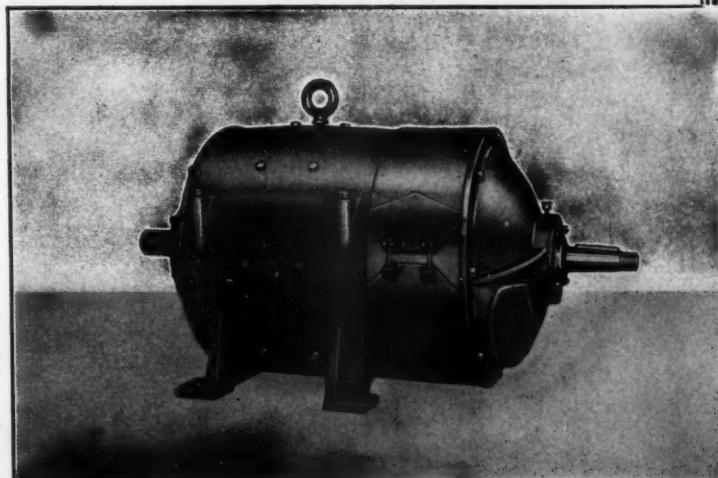
DIEHL TRAWL WINCH GENERATOR WITH EXCITER

This Electric Equipment protects the Cooper-Bessemer Diesel engine against overload and has wide speed variation, with close adjustment at the lower speeds. The direct-connected exciter permits regular operation of the winch, even when the main power and light plant is shut down.

Minimum space is required for the electric units because of their compactness. Split frames on the generator and exciter, and lifting bails cast integral with the generator frame, facilitate ease of handling.

THE DIEHL ELECTRIC TRAWL WINCH DRIVE in combination with the New England Trawler Equipment Company's Winch is one of the noteworthy features of modern design and construction incorporated in the GENERAL SEAFOODS CORPORATION trawlers "ANNAPOULIS", "WEST POINT" and "YALE" built at the Fore River Works of the Bethlehem Shipbuilding Corporation, John G. Alden Company, Boston, Naval Architects.

The characteristics of the Drive closely approximate those of the steam winch in handling light lines at high speed, slowing down automatically as load is applied and maintaining tension on the lines at all times.



DIEHL TRAWL WINCH MOTOR

DIEHL MANUFACTURING COMPANY

Electrical Division of THE SINGER MFG. CO.

ELIZABETHPORT, NEW JERSEY

•

Boston Office 75 Kneeland Street.



Clementina

65' shrimp boat owned by Gomez Carinhos, Mayport, Florida. Built by Mike Taliakas, Fernandina, Florida, and powered with 8 cylinder, 150 H. P. Superior Diesel Engine with 3:1 reduction gear.



MODEL MRA-8

With 3:1 Reduction Gear with Clutch on Flywheel

CLEMENTINA—The "Queen Mary" of the Florida Shrimp Fleet is reputed to be the largest, fastest and one of the best paying shrimpers on the East Coast.

Powered with an eight cylinder, 150 H. P. SUPERIOR Diesel engine driving a 38 x 30 propeller at 575 RPM thru a highly efficient, built-in reduction gear, she is a fine example of the modern trend in shrimp boats.

Dependable, safe and easy on the pocketbook, **CLEMENTINA**, with her large capacity and ability to get to the fishing grounds and back in a hurry, has proved to be a sound investment for the owners.



THE NATIONAL SUPPLY COMPANY

SUPERIOR ENGINE DIVISION

LOS ANGELES, CALIFORNIA

SPRINGFIELD, OHIO

PHILADELPHIA, PA.

Superior DIESELS

HEAVY DUTY MODELS: 50 to 810 H.P., 250 to 720 R.P.M. • HIGH SPEED MODELS: 15 to 150 H.P., 900 to 1800 R.P.M.

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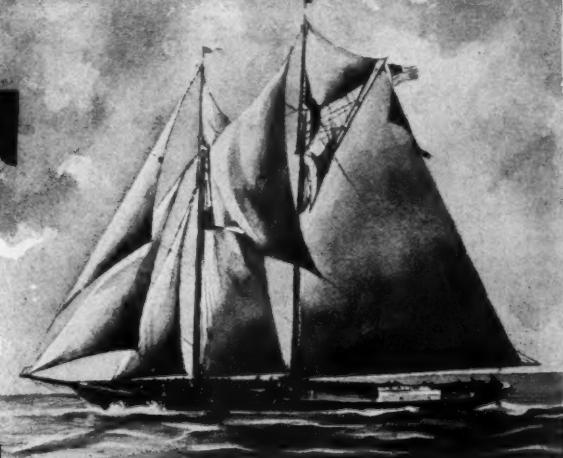
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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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Penal Institutions as a Market for Fish

ALARGE market for fish, apparently never cultivated, has been noticed by the ATLANTIC FISHERMAN during the course of an investigation into ways and means to promote the use of fishery products. The market consists of the jails and other penal institutions operated under Federal, State, County and City jurisdiction—a total of some 3,000, with an average daily population of 150,000.

First to come under the ATLANTIC FISHERMAN's scrutiny were those institutions directly controlled by the Federal Government. There are 19 of them, scattered about the country, with an average population of 17,000—equal to a city the size of Augusta, Maine.

Students of criminology believe that Federal prisons represent the best the country offers in construction, methods and equipment. It is logical to assume, then, that the prison diet represents a better-than-average cross-section of all jails. On this basis, it is startling to read the results of a questionnaire the ATLANTIC FISHERMAN sent to the wardens and superintendents of these institutions to determine the extent to which fish is served.

Most of the 19 serve fish but twice a month. One of the largest serves it only twice a quarter, or eight times a year. Another serves it only during the Winter. Still another serves it from one to three times a month, although sometimes omitting it altogether. It should also be mentioned, however, that an outstanding exception is a Federal jail on the seaboard where fish is served twice a week. Unfortunately, this happens to be one of the smallest of the 19.

According to the questionnaire, both fresh and frozen fish are purchased, some institutions using both, others using only one or the other.

Supplies of fish are almost invariably bought on monthly or quarterly contract. Notices inviting bids are sent to any dealers whose names, at their request, have been placed on the warden's mailing list.

Here is a situation worth the industry's attention. It is not at all unreasonable to advocate the use of fish twice a week; as mentioned previously, one Federal institution is already serving it that frequently. Fish is an ideal food for the purpose: it yields plenty of nourishment and is especially easy to digest, a factor of importance in view of the hours spent every day by the prisoners in very limited activity. Further, as costs are a major item in this field, the low price of fish compared with other protein foods is another excellent reason for giving it much more prominence on the menu.

True, there is no chance for selling the fancier species of fish; this would be a market for the inexpensive varieties. But look at the tonnage: there are, as stated previously, 3,000 penal institutions of all kinds, with a daily average population of 150,000. Buying one-half pound of fish for each prisoner, twice a week, would mean 150,000 pounds a week, or 7,800,000 pounds a year!

Coming back to the 19 Federal institutions, it is quite possible that the U. S. Bureau of Fisheries would be willing to co-operate by helping to sell the idea to the proper officials in the Department of Justice.

Convincing Federal authorities of the merit of the idea would be an extremely important entering wedge. Many States are raising the standards of their jails, using the Federal prisons as a pattern. Some, notably New York, New Jersey and Massachusetts, already have excellent set-ups. If the Federal institutions can be induced to use fish twice a week, it will make the job of selling the idea to the non-Federal institutions that much easier.

Bear in mind, too, that this market needs no high-pressure salesmanship, no expensive merchandising efforts, once it has been secured. The ultimate consumers in this case can't decide that they will forego fish this week and buy something else; when they are released there will be others to take their places at the tables. And there is always the good possibility that when they return to society they will have changed their liking for crime to a liking for fish.

For the benefit of producers and distributors who desire to get on the mailing lists of the 19 Federal institutions so as to receive notices inviting bids, we append the following list:

U. S. Penitentiary, Leavenworth, Kansas; U. S. Penitentiary Annex, Fort Leavenworth, Kansas; U. S. Penitentiary, Atlanta, Ga.; U. S. Penitentiary, McNeil Island, Wash.; U. S. Penitentiary, Alcatraz Island, Calif.; U. S. Northeastern Penitentiary, Lewisburg, Pa.

U. S. Industrial Reformatory, Chillicothe, Ohio; Federal Industrial Institution for Women, Alderson, West Virginia; Federal Reformatory Camp, Petersburg, Va.; U. S. Southwest Reformatory, El Reno, Okla.

U. S. Detention Headquarters, 427 West St., New York, N. Y.; U. S. Detention Farm, Milan, Mich.; U. S. Detention Farm, La Tuna, Texas; Federal Jail, New Orleans, La.

Federal Prison Camp No. 5, Dupont, Wash.; same, No. 8, Montgomery, Ala.; same, No. 10, Tuscon, Arizona; same, No. 11, Kooskia, Idaho.

U. S. Hospital for Defective Delinquents, Springfield, Mo.

Mechanizing the Handling of Oysters

John Allen Murphy Describes Radically New Dredger
and Plant of the Narragansett Bay Oyster Company

THE Narragansett Bay Oyster Co., of Warren, R. I., started its 1937 season with what is probably the most complete material-handling system in the oyster industry. The system consists not only of unloading equipment and the most modern type of plant conveyors, but also of an oyster dredge whose mechanical features are new and unique.

The business is owned by the Lewis family—Roy, Chauncey and Margery—sons and daughter of the founder. The owners, mindful of what has been accomplished in the modernization of dairy and other food plants during the last couple of decades, determined to introduce similar production methods into the oyster industry, insofar as they are practicable. Carrying out this resolve, Dean Clark, a management engineer, was brought in and given an assignment to modernize the plant.

Mr. Clark first made an analysis of the oyster industry and then a study of the business, properties and facilities of the Narragansett Bay Oyster Company. This study revealed that the handling of oysters, throughout the entire route from dredging to shipping, could be mechanized much more than was being done, and that a material-handling system could be designed that would supplant several manual operations. It was foreseen that this system would do four things:

- (1) Cut down the time required to handle oysters.
- (2) Decrease labor cost.
- (3) Surround the opening, grading, packing, cooling and shipping of oysters with more sanitary safeguards than is possible with usual manual methods.
- (4) Improve the quality of oysters automatically as a result of a faster movement of the product, plus movement under more sanitary conditions.

The first step in the program was to locate the plant nearer the oyster beds. From its founding, 50 years ago, the Narragansett Bay Oyster Company had been in Providence. A suitable property was found at Warren, R. I., which cut ten to twelve miles off the distance the dredge boats had to travel, a worthwhile saving both in time and expense. The main building, by the way, has an interesting history. It was built in 1842. At one time whalers used to sail from its dock, and during the Civil War it was used as a prison. It was built so substantially that it was not a hard task to convert it into an ideal oyster plant.



Two tiers of shuckers in plant of Narragansett Bay Oyster Co.

About this stage Mr. Clark had an associate, C. K. Pevear, join him. Mr. Pevear is a material handling engineer, who has designed many of the largest material handling systems in the United States. Mr. Pevear had to lay out the system as a unit, of course, as any bottleneck would slow up the whole plan.

The Dredge Boat

One of the necks that had to be relieved was the dredge boat. Fortunately, H. L. Lewis had been mentally evolving a new type of dredge for years. It was around his idea that the *Chamaroy* (a coined word based on the names of the three owners), was designed. The boat was designed by Johannes Kjekstad, consulting engineer for United Shipyards, Inc., who built the vessel, and by C. K. Pevear. The *Chamaroy* is all-steel, of welded construction, 65 ft. overall and 20 ft. beam. It draws 4 ft. light and 6 ft. 3 in. loaded with 80 tons, or about 2,000 bushels of oysters. The load is carried in an open hold amidships, 19 ft. long and running the width of the vessel. The bottom of the hold is two feet above the bottom of the boat, and is removable, which allows a pivoted bucket conveyor to operate under the bottom plates of the hold, through the forward bulkhead, up the forward conveyor well and over the superstructure, which is used mainly to support it, and then down the aft conveyor well, which is part of the cargo hold, although it is separated by steel bulkheads. Thus the cycle is completed.

In loading the cargo the usual type of dredges are used. However, they are not opposite each other but are staggered, with the starboard one forward and the port one aft, to aid in trimming the load. The dredge chain sheaves are attached to the thwartship steel girders of the superstructure, which allows an adjustment of the chain angle.

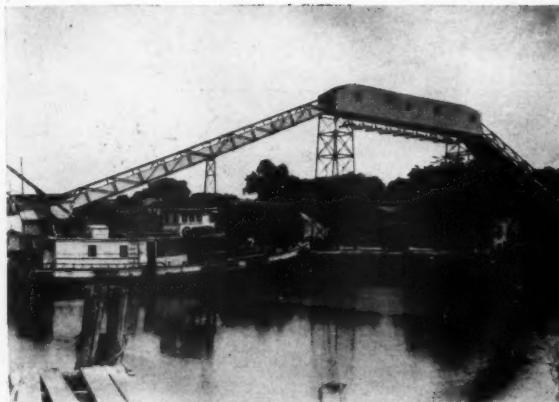
The dredges are used in combination with self-dumping devices which automatically dump the oysters into the hold, which is partially filled with water, so as to cushion the fall of the oysters. The water also cleanses the oysters, washing away sand, mud and fines to a space below the floor. A centrifugal pump is so connected that it can flood or pump out the hold in a short time.

The *Chamaroy* is driven by a 120 hp., 1200 rpm. Fairbanks-Morse Diesel, through a 3:1 reduction gear, swinging a 44 in. three-bladed propeller. The dredge hoisting machinery and a 4-in. centrifugal pump with other auxiliaries are driven by a 30 hp. Diesel. Control of all power and mechanical appliances is in the wheel house and is handled by one man.

Unloading the Cargo

Now, as to how the cargo is unloaded: The built-in conveyor, furnished by the Chain Belt Co., with buckets 2 ft. 6 in. wide, 18 in. long and 9 in. deep, is loaded by first opening the lower of a series of small doors in the forward bulkhead, thus allowing the oyster cargo to flow into the moving buckets as they come out from under the floor of the hold. When the flow ceases through the lower door, the upper doors are opened in succession until the opening has been cleared. Then, the plates in the floor immediately above the conveyor are moved forward one at a time, from forward aft. In this way three quarters of the cargo is fed to the bucket conveyor without any manual aid. The one-quarter of the cargo which will not flow is easily shoveled on to the conveyor. The conveyor can handle up to 80 tons per hour, thus making it possible to unload the boat rapidly.

When the full buckets arrive at a point above the superstructure, they automatically dump on to a portable belt conveyor, which carries the load to the conveying system ashore.



Fifty-five ft. trestle at plant of Narragansett



Bay Oyster Co., and new dredger unloading.

In case the unloading of the cargo is to be done at sea, as when transplanting, the dumping point of the buckets is high enough so that the chutes from the dumping point to the rail will carry the cargo overboard.

At the plant, the oysters are conveyed to the sorting room at the top of the 55 ft. high trestle. Here women, placed both sides of the moving belt, sort the oysters from the trash. The belt conveyors were furnished by the Chain Belt Co.

Narragansett Bay Oyster Company is experimenting to see if the women sorters can also select shell stock. At present, the shell stock thus selected is placed on the return-side of the belt, where it is conveyed to the dock house, from where it is carted to the shell packing room in the main building. If the experiment is successful, however, the shell stock may eventually be chuted through a pipe, direct from the trestle house to the shell room.

Shucking

From the trestle house the oysters to be opened are conveyed to the shucking bins. The belt takes the oysters to a stripper. This apparatus, used extensively in the sand, coal and other industries, has seldom, if ever, been used before in the oyster business. The stripper is used in the N.B.O. plant to distribute the oysters to the six lower and six upper bins and thus assures an adequate supply at all times to every opener.

There are four rows of openers, one on each side of the long bunker house, on the ground floor, and two on a second-story tier, as shown in the accompanying photograph. Altogether, there is space for 96 shuckers. Behind all four rows of shuckers is a slowly moving chain conveyor, installed by Jervis B. Webb Co. Hooks are suspended from this line. When a shucker fills his dipper, he puts on it a tag bearing his number, and, without leaving his post, hangs it on a hook. At the same time, he takes an empty dipper off the line.

The line moves through two windows into a grading and packing room. Here the filled dippers are taken off the line by the graders. Empty dippers are cleaned and returned to the conveyor, which again passes behind the shuckers.

For some reason the shuckers prefer the second story row. They claim it is a more convenient place to work. Thus, the Company gives this second-story position to the best openers, holding it out as a reward for efficient work.

In front of the shuckers, tubes lead through the bench to galvanized chutes in which the men throw the shells. These chutes empty onto a moving belt at the bottom of the bins, from where they are conveyed to the top of the trestle and there dumped.

The shuckers are not allowed in the processing rooms and do not contact with the men employed in that department. The shuckers have their own washing and dressing room, which is outfitted with the most modern equipment.

Packing and Shipping

Equipment in the packing room is about the same as used in many oyster plants, and is the last word in cleanliness. It has one kink that is seldom seen in this industry. The empty shipping containers, feeding automatically through a chute from

storage on the third floor, are dipped in a sterilizing solution before they are filled.

Gravity roller conveyors speed up operations in the shipping department, where an electrically-driven Creasey ice breaker furnishes crushed ice, as required, to refrigerate the cans en route to market. Crown Can Co. cans are used for orders shipped through the N. E. Oyster Growers Exchange. American Can Co. containers are used for all other shipments.

Has the Narragansett Bay Oyster Company's system justified its expectations? While the new equipment has been in full operation for only a few weeks, already it is evident that it has more than justified itself. The labor saving is considerable, but the biggest gain is in all-around efficiency.

The dredge boat effects a tremendous saving both in labor and in time. The old boat had a crew of 8 men, the new boat only 4 men. The old boat had to have a dock crew for unloading. The new boat is unloaded by its own built-in conveyor.

The men that most oyster plants employ to cart out the shells have been dispensed with. Any men that were needed to convey material are no longer required.

The workers in the trestle house seem like an addition to the crew of an oyster plant. Actually, they are doing work that is done by others or not done at all in most plants. Their main job is sorting the oysters from the trash. Usually, this is done by the shuckers. Separating the trash from the oysters slows up the shuckers and lessens their output. It has been found in most industries that it is too expensive having skilled labor do work that can be done by unskilled labor.

Another job that the trestle crew does is to clean the trash from the oysters before transplanting, on those days that a surplus quantity is dredged.

Shuckers at this Warren plant are enthusiastic about the new system, and as a result there is no difficulty in getting experts in this line.

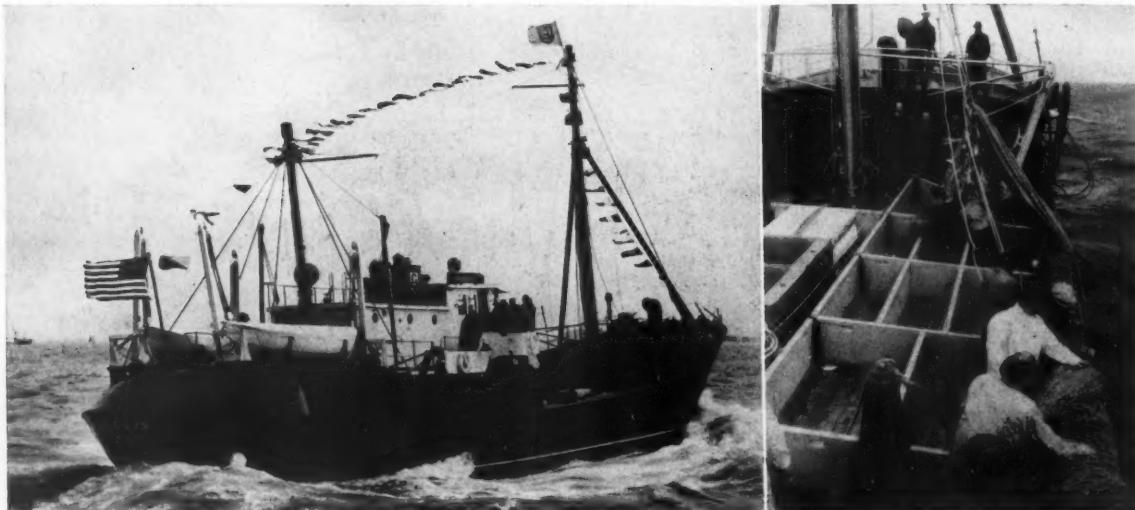
Oyster Publicity

BUT I love seafood," says that great artist of the screen, Robert Montgomery. "Out West we seldom have fish; but when we are East we get our fill of lobsters and clams and oysters." From "A Good Egg" by Grace Turner in *This Week*, October 3, with illustrations of oysters on the half shell and special oyster stew with recipe.

"It's Oystertime" by Jim Emmett in *October Country Gentlemen* briefly reviews Chesapeake Bay oyster industry, the development of canning and gives ten popular Maryland recipes.

"For Fame and Flavor" is title of short article, recipe and one of the Oyster Institute's photographs of an Oyster Cocktail, appearing in *Household Hints* for week ending October 16. This is the second time Miss Brace has used one of the Institute's recipes which will reach 2,500,000 readers.

In the September issue of *Advertising Agency*, a swanky monthly magazine, \$15 a year by subscription only, Dr. Lewis Radcliffe, director of the Oyster Institute, has a four-page article on oysters, shucking derbies, tasting bees and advertising.



The "Annapolis" on her trial run, and a deck view showing fishing operations.

General Seafoods Trawlers Delivered

"Annapolis", "West Point", "Yale" Demonstrate Fine Qualities

BUILDER'S trials of the *Annapolis*, one of the trio of new trawlers built for the General Seafoods Corp. of Boston, by the Bethlehem Shipbuilding Corp., were held October 14, demonstrating to the complete satisfaction of everyone concerned that these new vessels are fast, staunch and seaworthy.

The trials were made with a load equivalent to the ship returning to port with 175,000 pounds of fish, and under these conditions the *Annapolis* delivered a maximum speed of 12.4 knots, with the engine turning at its standard speed of 250 rpm.

Progressive trials consisted of six double runs over a course of two nautical miles off the Graves. These were followed by a one-hour run at low speed, and a four-hour run at full speed and power.

On October 20 the Company's trials were made from Boston Harbor to about ten miles off Boston Lightship, where the nets were set and hauled. A 50-mile Southeast gale with an accompanying heavy sea and downpour of rain imposed unusually severe trial conditions, but there were no stoppages and no adjustments necessary on any of the equipment, all units of which were put through their paces.

The vessel showed great stability and ease of handling when towing the net and when hauling back, and everyone on the

trip remarked on the lack of vibration at all speeds throughout the entire operating range. Capt. Kemp of Bethlehem Shipbuilding Corp., who has taken out probably over 500 vessels on trial runs, and is a master trial skipper, stated that the *Annapolis* was one of the easiest handling boats he ever took out. The ship proved to be very easy to steer with a small amount of helm. In this connection, it is interesting to note that the *Annapolis* has a fish-tail rudder, a new development.

The new tripod mast arrangement promises to permit much easier handling of the forward doors, judging from the trials.

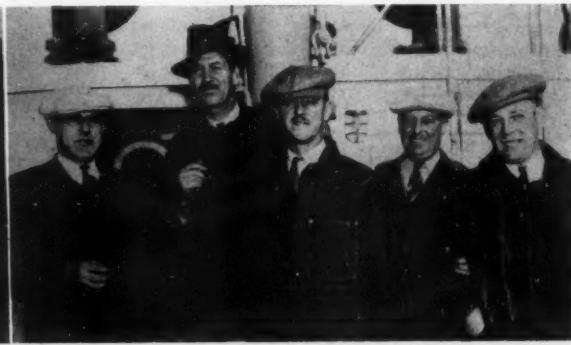
With a tail wind, the *Annapolis* chalked up better than 13 knots, as compared with her 12.4 knots made on the builder's trials.

"West Point" and "Yale"

Builder's trials of the *West Point* were held October 26. She made over 12.5 knots, loaded. W. H. Collins, General Manager of the Bethlehem plant, and Arthur B. Homer, Assistant Vice-President, were among those present. The *West Point* was turned over to her owners October 29, and left on her first fishing trip October 30, under the command of Capt. Iver Carlson.



H. B. Grobe of the Willard Storage Battery Co., Boston office, flanked on the left by R. T. Green, and on the right by R. B. Green, and F. W. Kiel of Green and Swett Co., Boston, Willard battery distributors.



Warren Nott of Bethlehem Shipbuilding Corp., Dwight Simpson of John Alden's office, Wm. Colley of Kingsbury Machine Works, George Colley of John Alden's office, and Chas. Chubbuck of Bethlehem Shipbuilding Corp.



B. B. Williams, Pres., Cooper-Bessemer Corp., J. L. Alphen, Vice-Pres. and Gen. Mgr., General Seafoods Corp., Capt. Patrick Collins of the "Annapolis".



Wilfrid O. White, adjusting the compass, Wm. F. Nee, Esso-marine representative and Eldred S. Goodwin, chief engineer of the "Annapolis".

The third trawler, *Yale*, was delivered the first week in November, and is the equal of her sisters.

Equipment

Warren Nott and Charles Chubbuck of Bethlehem Shipbuilding Corp., and George Colley, naval architect of the John G. Alden organization, were in charge of all details of building the three vessels from the first stages to delivery.

Great interest has already been manifested in these three trawlers, combining as they do Maierform lines with many new features of construction and design. Details were presented in our October issue, but in view of the remarkably fine results obtained on the trial runs, we summarize here some of the major items of equipment and supplies.

Main engines are Cooper-Bessemer Diesels, rated at 650 hp. at 260 rpm., $15\frac{1}{2} \times 22$, and fitted with fresh-water cooling. Attached units include salt water and fresh water circulating pumps, bilge pump, fuel service pump, 25 kw. 110 volt Diehl generator, and Gardner-Denver air compressor.

Thrust and line bearings and thrust meter were supplied by the Kingsbury Machine Works. The stern bearing is a Goodrich cutless rubber bearing; shafts and propellers were designed by Bethlehem.

The trawl winch generator engine is a 4 cylinder, 9×12 , 140 hp. Cooper-Bessemer Diesel. The 100 kw. generator and exciter are of Diehl manufacture, designed especially for this installation to give maximum speed with safety to the trawl gear.

All three trawlers have two auxiliary generators, each consisting of a 25 kw. Diehl generator connected to a Model 4 JP Lister Diesel, $4\frac{1}{2} \times 5\frac{1}{2}$, 4 cylinder, 40 hp. at 1100 rpm., supplied by the Wharf Machine & Electric Co., Inc.

Mufflers for all engine units were furnished by the Maxim Silencer Co.

The trawl winch, fish hoist, and related gear were made by the New England Trawler Equipment Co. The Diehl Manufacturing Co. and Cutler-Hammer Manufacturing Co. supplied the electric drive and control equipment for the winches.

Willard storage batteries, supplied by Green & Swett Co., General Electric switchboard, Kelvin-White compass, RCA wireless, Lane lifeboat and davit equipment, Fathometer, and Edson steerer and quadrant are among the other units used.

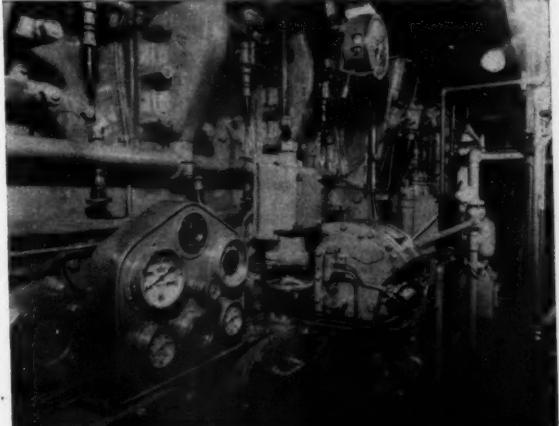
The trawlers have nickel-clad steel linings in their fish holds, furnished by the Lukens Steel Co. and sold through their agent, the Whitehead Metal Products Co. The hold of the *Annapolis* is fitted with York refrigeration equipment.

Another feature of interest is the design of the pilot house, whose large windows with unbreakable glass were supplied by the Kearnott Engineering Co.

Galley ranges are Shipmates, made by The Stamford Foundry Co. The steam heating equipment is furnished with Preferred Utilities oil burners and control.

Galley sinks and refrigerator linings are of Monel metal.

Bottom paint manufactured by the Socony Paint Products Co. was used. All three trawlers will use Essomarine fuel and lubricating oil, and Great Grimsby gear.



Top: 650 hp. Cooper-Bessemer main engine. Center: Diehl trawl winch generator connected to 140 hp. Cooper-Bessemer Diesel. Bottom: Lister Diesel auxiliary unit with Diehl generator.

F. J. O'Hara's "Villanova" Launched

A Premier Occasion, Enlivened by Two Birthday Parties, Music, Entertainment, Superbly Staged

ONE of the greatest, largest and most colorful launching ceremonies ever held in Bath, Maine—where ships have been built since the earliest days of the nation—was held October 21, when the trawler *Villanova*, built for F. J. O'Hara & Sons, Inc., of Boston, was launched from the yard of the Bath Iron Works.

Directing all the picturesque details was that master showman, Francis J. O'Hara, whose interest in the fishing industry certainly robbed the theatre of a premier stager of spectacles.

Everything connected with the launching must, of necessity, be described in superlatives. The special train which Mr. O'Hara chartered to take his guests from Boston to Bath and return was the largest launching train ever to pull into that Maine city. Nine cars in all—six Pullmans, two diners, and a service car—conveyed more than 150 guests to the ceremony.

Heading the party were Mr. and Mrs. O'Hara, with Francis, Jr., the sponsor, and his sister Mary Jane and brother Bob. Prominent among the guests were Former Governor and Mrs. Louis J. Brann of Maine, Lieut. Governor Francis E. Kelley of Massachusetts, James Ryan, General Manager of the Mohican Co.; H. G. Fairfield, Alexander Ellis and Charles Mitchell, well-known in Boston insurance circles; Edward W. Fallon, Supt. of Boston Police; Chief Samuel Pope, of the Boston Fire Department; Frederick R. Sullivan, Chairman of the Boston School Committee; John F. Cotter, Acting Congressman; E. C. Ingalls, Dr. and Mrs. John Spellman, Mr. and Mrs. Joseph MacCalduff, Mr. and Mrs. Donald Kirby; and Eben Carroll, representing Thomas J. Carroll, of Gorton-Pew Fisheries Co.

A twelve-piece band and two troupes of professional entertainers accompanied the party.

On arrival at Bath, the party was met at the station by the American Legion Band, of Brunswick, Me., local Boy Scouts, Girl Scouts, Sea Scouts, and officials of the Bath Iron Works headed by President W. S. Newell, who presented Mrs. O'Hara with an enormous and beautiful bouquet. American flags were distributed and the various groups headed by the band, marched in parade form to the shipyard.

Just prior to the launching, Senator Sumner Sewell, representing Governor Lewis J. Barrows of Maine, presented Mr. O'Hara with an engrossed letter officially recognizing the *Villanova* as the 100th fishing boat launched in Maine in the past three years.

As the band played the National anthem, and to the cheers of the enthusiastic throng, Francis Jr., dashed the bottle of champagne on her bow, and the handsome vessel, gaily decorated in blue and white, the colors of Villanova College, went down to the sea. Francis was aided at the launching by his sister Mary Jane and brother Bob.

Following the launching, the party was again headed by the band and marched to the hall where the luncheon was served. Incidentally, the largest hall in Bath had to be hired to accommodate the throng. As the day had a double significance for Mrs. O'Hara and Frank, Jr., whose birthdays were on that same day, President Newell of Bath Iron Works planned the launching luncheon as a birthday celebration as well.

The hall was tastefully decorated in blue and white, and as the party came in, the band played "Happy Birthday to You" with everyone joining in the chorus. Mrs. O'Hara the charming hostess, who had left nothing undone in arranging for the entertainment of the party, now became guest of honor. Mr. Newell presented a large birthday cake for her and Frank Jr., to cut.

Following the luncheon, Alexander Ellis, as toastmaster, introduced a list of distinguished speakers headed by former Governor Brann.

The party left for Boston at 6:30 p.m., with more festivities en route. During the launching ceremony, the cars had been gaily decorated by train officials, in honor of the birthday celebration planned by the O'Hara family friends. Favors and noisemakers, two huge birthday cakes, strolling musicians, singers and the jollity of the party created a carnival spirit well suited to the occasion.

Equipment

The *Villanova*, sister ship of the *Jeanne D'Arc*, whose launching was described in our September issue, brings the O'Hara fleet up to seven, all of them modern steel Diesel-powered trawlers.

The *Villanova* is 136 ft. long, 24 ft. beam, with a depth of 13.5 ft. and a hold capacity of 400,000 pounds. Designed by Thomas D. McInerney, Technical Engineer of the O'Hara Company, she is powered with a Model 37 Fairbanks-Morse Diesel, 7-cylinder, 2-cycle, 14 x 17, pump scavenging, direct reversible, rated at 735 hp. at 300 rpm., and fitted with a fresh-water cooling system and Maxim silencer. The engine turns an 86 x 60 in. 3-blade Hyde propeller through a Cutler-Hammer electro-magnetic clutch. The stern bearing is of the Goodrich cutless rubber type.

The Kingsbury Machine Works supplied the thrust shaft and the internal and external thrust bearings. The 80-100 kw. generator on the forward end of the engine is of Diehl manufacture, as is also the 100 hp. trawl winch motor which is designed with Diehl special control, direct connected to the winch, with the motor, control, generator and winch working as a complete unit.

For stand-by service, there are two 25 kw. auxiliary Diesel generator sets consisting of two 40 hp., Model 36-A, 4 1/4 Fairbanks-Morse Diesels connected to F-M 25 kw. 125 volt marine type generators.

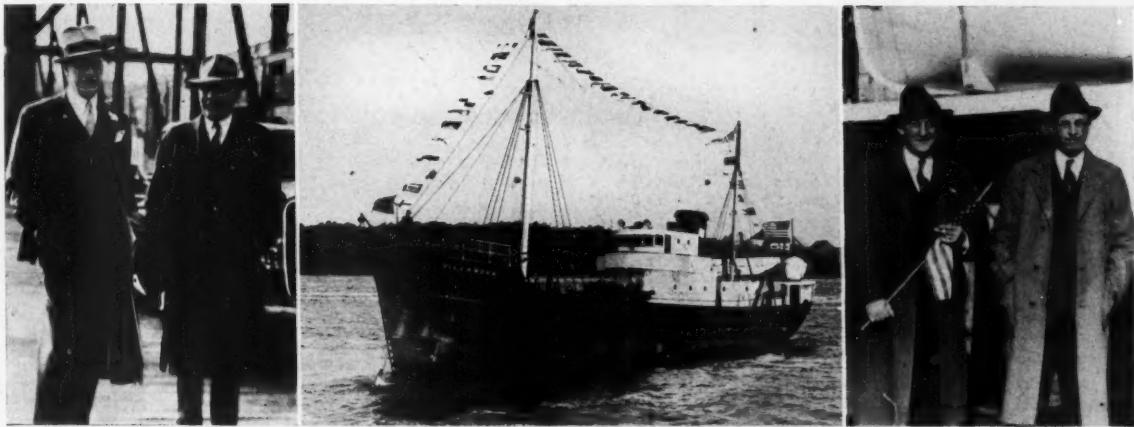
A 56-cell heavy duty Exide marine battery is used with Exide marine floating battery system. Other electrical equipment includes Westinghouse switchboard and General Electric floodlights.

Fairbanks-Morse also supplied two combination water and oil pumps, driven by 10 hp. motors, and a 17.25 cu. ft. air compressor with a 5 hp. F-M motor.

Deck equipment, including winch, fish hoist and gallows, was furnished by the New England Trawler Equipment Co.



Senator Sumner Sewell of Maine, presenting letter from Gov. Barrows, Lieut. Governor Kelley of Massachusetts, Robert O'Hara, Francis, Jr., Mary Jane, F. J. O'Hara and Mrs. O'Hara.



Alexander Ellis of Boston, master of ceremonies, and Ex-Governor Brann of Maine. The "Villanova" just after launching. George Ratcliffe of the Portland Fish Co., and Rodney Feyler, Commissioner of Maine Sea & Shore Fisheries.

The boat is rigged with Waterbury cordage and supplied with Great Grimsby nets.

Navigating equipment includes an Edson steerer, Kelvin-White compass, Submarine Signal Co. Fathometer, Mackay radio telegraph and Kolster radio direction finder.

As on the *Jeanne D'Arc*, hydraulic electric steering is used, for which the Hyde Windlass Co. furnished the equipment.

A Shipmate range is in the galley, and a Shipmate stove in the forward quarters. The sink is of Monel Metal.

The vessel is lubricated with Gargoyle D.T.E. marine oils, and fueled with Socony fuel oil.

Fish baskets used in unloading the catches are supplied by W. T. Lane & Bros.

Trials of the *Villanova* were held November 2 on the Rockland course, after which she went direct to Boston to start fishing under the command of Capt. Astman Bjartmarz, with John Stewart as Chief Engineer.

The trial runs of the *Jeanne D'Arc*, which was launched August 21, were held October 24 on the Rockland course, attended by officials of the Bath Iron Works, Fairbanks-Morse, and other interested parties. Although the weather was rough, not a drop of water was shipped, and all units performed perfectly. The *Jeanne D'Arc* sailed on her maiden fishing trip out of Boston at 6 p.m., October 26. She landed 180,000 lbs. at Gorton-Pew's in Gloucester November 5.

Francis J. O'Hara, whose flair for showmanship made the launching ceremony so outstanding, is one of the industry's most brilliant leaders. No youngster, he has been associated with the industry for over 40 years, following in the footsteps of his father who became identified with the business in 1872.

Mr. O'Hara was one of that small group of progressive spirits who planned the construction of the great Boston Fish Pier. He was also one of the active organizers of the Boston Fish Market Corporation, the Commonwealth Ice & Cold Storage Co., and the New England Fish Exchange, in all of which he is a director. For the past two years he has been President of the Massachusetts Fisheries Association, and is also a director in some ten other corporations.

The over-production of fish, due to the mild weather last Winter, presented a situation unparalleled in the history of the industry. Utter collapse appeared inevitable. In this crisis Mr. O'Hara conceived and executed the plan to have the Federal Government distribute this surplus for relief purposes. In spite of many obstacles, the project was accomplished; over 12,000,000 pounds of fish were moved in this manner.

Mr. O'Hara's staff includes Thomas F. Cummings, Assistant to the President; Carroll MacGray, Marine Superintendent; Philip Sullivan, Sales Manager; Charles Starratt, Purchasing Agent and Warehouse Manager; Thomas D. McInerney, Technical Engineer, and George Davidson of the Engineering Staff.

Massachusetts

Fisheries Assoc. Starts Drive To Make Nation "Fish Conscious"

AWARE of a marked increase in sales and movement of fish in recent months, New England sees in the protest of the nation's housewives against high meat prices an opportunity to repair further the damage done its \$100,000,000 fishing industry by last year's open Winter.

A determined drive to make the nation "fish conscious" gathered momentum under the direction of the Massachusetts Fisheries Association.

Thousands of pounds of fresh fish poured daily into Boston's fish pier—biggest dock in the world devoted solely to handling fish—to meet a growing demand.

"The rise in meat prices," reported Edward H. Cooley, manager of the association, "has resulted in a definite increase in sales of fish. We have noted particularly an upward trend in the movement of fish from cold storage in recent weeks. We are now 11,000,000 pounds behind the average amount held in storage."

The open Winter last year enabled the fishing boats to continue operations in a season ordinarily closed with the result the market was flooded and fish prices plummeted. That surplus was removed, however, by the Federal Surplus Commodities Commission, which spent \$650,000 to purchase 12,500,000 pounds of fish for relief distribution.

Indicative of the fishing industry's confidence that such a situation will not be repeated this year, Cooley said, is its action in building and launching at least eight large fishing boats this Fall, each of which can take into the Boston Pier an average of 4,000,000 pounds of fish a year.

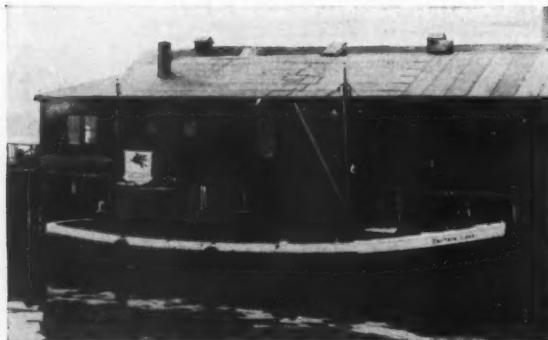
Less Fish in Storage Plants

Official figures of fish in cold storage in the United States show that there were 1,953,702 lbs. of mackerel on October 13 as compared with 7,638,332 pounds on the corresponding date in 1936; 493,903 pounds of swordfish as compared with 430,253 pounds last year; 7,345,608 pounds of haddock fillets as compared with 8,835,909 pounds last year; 1,399,307 pounds of pollock fillets as compared with 964,086 pounds in 1936; 2,242,633 pounds of redfish; and 6,856,765 pounds of whiting as against 18,590,064 pounds in 1936.

In 1936, redfish in storage was not shown separately.

Lister Installed on "Andover"

A Model CE, 2 cylinder, 16 hp. Lister Diesel auxiliary engine has been sold and installed by the Wharf Machine & Electric Co., Inc., on the *Andover*, owned by General Seafoods Corp.



"Captain Larry", Captain R. L. Cousins, Socony tanker at Portland, Me. Powered with an Atlas Imperial Diesel.

Boston Fish Pier Landings for October

(Hailing fares. Figure after name indicates number of trips)			
Adventure (3)	208,000	Kingfisher (2)	202,000
Alpar (4)	114,700	Lark (5)	337,500
Alvan T. Fuller (2)	100,900	Laura Goulart (3)	144,000
American (2)	132,000	Loon (2)	189,000
Amberst (3)	424,000	Magellan (4)	165,000
Andover (3)	196,700	Maine (2)	210,000
Andrew & Rosalie (1)	41,000	Maris Stella (3)	249,000
Arlington (3)	546,000	Marjorie Parker (1)	51,000
Atlantic (3)	312,000	Mary E. O'Hara (3)	175,000
Bettina (2)	50,500	Mary P. Goulart (4)	187,200
Boston (1)	76,000	Mildred Silva (2)	64,300
Boston College (2)	117,000	Neptune (3)	279,000
Brant (3)	364,000	Newton (3)	296,000
Brookline (3)	301,000	Notre Dame (4)	467,000
Cambridge (2)	224,000	Ocean (4)	390,000
Cape Ann (1)	45,000	Olympia (3)	60,500
Comber (2)	203,000	Paolina (5)	245,000
Coot (1)	131,000	P. J. O'Hara (2)	201,000
Corinthian (2)	104,500	Plover (1)	68,000
Cormorant (2)	211,000	Plymouth (4)	433,000
Cornell (3)	208,000	Pollyanna (2)	195,000
Curlew (3)	318,000	Princeton (2)	252,000
Dartmouth (2)	137,000	Quincy (2)	203,000
Dawn (1)	37,000	Raymonde (2)	130,000
Delaware (3)	329,000	Rhodora (1)	57,000
Donald Amirault (3)	260,500	Ripple (2)	214,000
Dorchester (3)	344,000	Rita B. (3)	121,800
Ebb (4)	497,000	Ruth Lucille (1)	54,000
Edith L. Boudreau (4)	188,000	Saturn (4)	449,000
Elk (4)	196,000	Sea (3)	310,000
Elvira Gaspar (2)	60,500	Shamrock (2)	157,000
Evelina M. Goulart (2)	67,200	Shawmut (1)	90,000
Evelyn G. Sears (4)	199,500	Spray (2)	270,000
Exeter (5)	283,000	Storm (3)	369,000
Fabia (4)	431,500	Superior (2)	74,000
Flow (3)	302,000	Surf (3)	521,000
Foam (2)	248,000	Swell (2)	296,000
Fordham (4)	320,000	Teal (3)	357,500
Frances C. Denehy (4)	400,000	Thomas Whalen (3)	365,000
Gemma (3)	314,000	Tide (3)	449,000
Georgetown (2)	126,000	Trimount (3)	332,000
Geraldine & Phyllis (4)	215,500	Triton (3)	291,000
Gertrude Parker (3)	167,500	Uncle Guy (2)	90,000
Gossoon (4)	249,000	Vagabond (2)	45,500
Gov. Al Smith (3)	187,000	Venture II (3)	165,000
Harvard (2)	267,000	Whaling City (1)	59,000
Hekla (2)	166,200	Whitecap (4)	479,000
Helen M. (3)	117,500	Wild Goose (2)	298,000
Heron (2)	169,500	Wm. J. O'Brien (3)	296,000
Holy Cross (2)	200,000	Wm. L. Putnam (4)	236,500
Illinois (3)	478,000	Winchester (3)	442,000
Isabelle Parker (4)	286,000	Wintrop (3)	344,000
Joffre (1)	33,000	Yankee (1)	81,000
Killarney (1)	84,000		

Great Lakes

Boat Yards Having Exceptionally Busy Season

By the Roamer

"ONE of the busiest seasons in 20 years" is reported by Palmer Johnson, General Manager of the Sturgeon Bay Boat Works, Sturgeon Bay, Wis. New fishing boats scheduled for delivery this month include one 45 x 12 ft. for L. E. Voight & Son of Ellison Bay, Wis., and a 42 x 12 ft. for Victor Holberg & Sons, St. Ignace, Mich. Both will have Kahlenberg oil engines.

Recent jobs of general overhauling have been done on the *Neptune*, Capt. Emil Nelson; *Albert C. Kalmbach*, Capt. Albert C. Kalmbach, both of Sturgeon Bay, Wis.; *Senora*, Capt. August Johnson, Marinette, Wis., and *Velox*, Capt. Leon Connell, Washington Island, Wis.

Earlier this year the yard delivered the 42-ft. *Viking* to Wickman Bros. of Ellison Bay, Wis.

Four New Boats Delivered

Recent deliveries of fishing boats by the Burger Boat Co., Manitowoc, Wis., include one 40 x 11 ft. for Capt. Leonard Nelson, Sawyer, Wis.; a 42 x 13 ft. for LeClair Bros., Two Rivers, Wis.; a 50 x 14 ft. 6 in. for Frank Meyer & Sons, Harbor Beach, Mich., and another of the same size for Capt. L. A. White, Alpena, Mich. All four boats are electric welded steel, Vee form models, and all are powered with Kahlenberg oil engines.

In addition to the above new work, the Burger Boat Co. has made repairs on fish tugs owned by LaFond Bros., Two Rivers, Wis.; W & E Fish Co., Grand Marais, Mich.; and Joe Adrian, Milwaukee, Wis. The Company's marine railway was scheduled to capacity for the Wisconsin closed season, which runs from October 15 to November 20.

Recent Installations

Roy K. Smith of Sheboygan, Wis., has installed a 45-54 hp. Kahlenberg oil engine in the 45-ft. fish tug *Service*, which he bought from H. Johnson & Sons of Washington Island, Wis., and has renamed the boat the *Roy K. Smith*.

Capt. Chris Jensen of South Haven, Mich., has had a new Gray motor installed in his fish tug *Ike*. The work was done at the Jesiek Bros. Ship Yard, Macatawa, Mich. This yard has also recently installed new Cummins Diesels in the yachts *Gryphon* and *Ottmar*, and repaired the yacht *Big Ben*.

Closed Seasons for Michigan Fishermen

Michigan has shortened its closed season on clubs, making it from October 15 to November 20, which is the same as Wisconsin.

Other new closed seasons for Michigan fishermen include the following: Whitefish: Lake Michigan, Nov. 5-Dec. 10; Lake Superior, Nov. 1-Nov. 26; Lake Huron, Nov. 1-Dec. 1. Lake trout: Lake Michigan, Oct. 10-Nov. 10; Lakes Superior and Huron, Oct. 1-Oct. 31. The foregoing dates are inclusive, and affect sport fishermen as well as commercial operators.

Michigan has also changed its minimum size ruling on perch, dropping it from 9 to 8½ inches.

Oppose Permits for Taking Perch

At a meeting Oct. 18 of Two Rivers, Wis., commercial fishermen at the Rawley Fish Co., popular sentiment was opposed to the granting of permits by the State Conservation Commission for the taking of perch. Game Warden John Egan addressed the meeting.

Want Strict Closed Season

The closed season on trout, whitefish and chubs began Oct. 15 and continues until Nov. 20. Commercial fishermen of Two Rivers have been advocating a strict closed season during this period, with no spawn fishing.

Maryland

Oyster Season Opens With Good Demand at High Prices

By Edward Bowdoin

THE oyster season in Maryland opened on November 1, when dredging of oysters began in the Maryland waters of the Chesapeake Bay. Bugeye, puny boats, and large canoes can be seen dotting the waters of the Chesapeake and its tributaries. From November 1 until Christmas, watermen and packers of all points along the Chesapeake will be busy. Every man available and even a large number of women will be engaged in catching, shucking, and packing this delicious bivalve. All kinds of prophecies have been made but so far oysters have sold high in the shell and there has been a good demand, with a fairly good supply. Oysters have sold in the shell about 70c a bushel and with good stock, even higher, which affords a good price to the catchers.

Select have sold for \$1.80 a gallon and standards \$1.50. One of the draw-backs to the packers this season is the unusual large amount of mussels on the oysters. This has been a loss to the packers and a number of the oldest seafood firms say they have never seen mussels as numerous.

Kent Island watermen are also enjoying a fairly prosperous oyster season. Prices for oysters from the Chester and Wye rivers are running from 30c to 45c up to 60c. Oysters are in fair quantity and watermen are catching from 60 to 90 bushels for a day's work, with two men to a boat.

There also, shoal water oysters are overrun with mussels. The mussels are more of a problem to the packer than the tonger. While they cut the price per bushel to the tonger they also increase the apparent amount of bivalves in a catch. Some packers report losses on purchases of oysters when the mussels are more plentiful than they guessed. The oysters with the mussels average about four pints shucked to the bushel instead of five and a half or six pints.

Operating Shucking House

The Ocean City Fish and Oyster Co., of Ocean City, Md., have begun the operation of a shucking house in that place, the first firm to begin packing oysters. Last year 100,000 bushels were shipped from this point but all were handled in the shell. This year a considerably larger shipment is anticipated.

Shipments Must Pass Health Requirements

A. L. Sullivan, State Food and Drug Commissioner for Maryland, stresses the importance of having seafood shipments to other states identified in accordance with the stringent regulations set up to protect consumers, particularly in New York, New Jersey, and Pennsylvania.

The State Department of Health issues health certificates showing that certain dealers have agreed to ship only oysters obtained from sources approved by the State Health authorities. Certificates are also issued to the effect that certain oyster establishments have complied with the sanitary regulations as to shucking.

Copies of these certificates are sent to the U. S. Public Health Service and if approved, the names are placed on a

"Kittiwake" Launched at Charleston, S. C., for Portland Trawling Co.

WHEN the *Kittiwake*, first of two new trawlers for the Portland Trawling Co., of Boston, Mass., was launched October 28 at Charleston, South Carolina, it marked two interesting events. It was the first Diesel-powered beam trawler to be built South of New York, and it signalized the departure from steam power to Diesel engines by one of the largest and most important trawling companies.



Sponsor of the *Kittiwake* was Mrs. Harden F. Taylor, wife of the President of the Atlantic Coast Fisheries Co., of which the Portland Trawling Co. is a subsidiary.

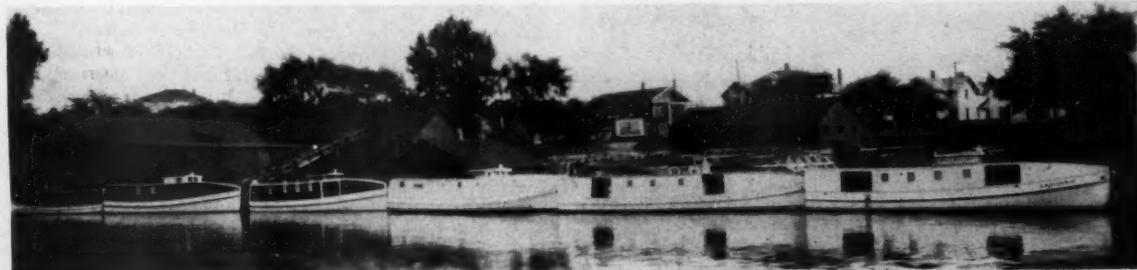
Builder of the trawler, and her sister ship *Bittern*, to be launched very shortly, is the Charleston Shipbuilding & Drydock Company, of which L. Louis Green, Jr., is General Manager.

The vessels which are 146 ft. 6 in. in length, with a beam of 25 ft., will be fully described in our December issue.

list issued by the Public Health Service which is mailed to various state officials.

It is practically impossible to ship oysters to some states unless the shipper's name is on the approved list of those having certificates granted by the state authorities.

It is particularly important that all shippers of shell oysters have a tag on each container giving such information as name and address of shipper, name and address of consignee, contents of the package, name of state from which the oysters were taken, certificate number of the shipper, and date of shipment.



The plant and boats of the Kishman Fish Co., Vermilion, Ohio.

Maine

May Regain Dry Fish Market As Countervailing Duties Are Made

THE U. S. Customs Bureau has instructed all U. S. Collectors of Customs that payment of bounties on production of dried salt fish in Nova Scotia has been established and collectors shall collect countervailing duties on dried salt fish from Nova Scotia unless satisfactory evidence is presented proving that no production bounty was paid on the fish by the Nova Scotian Government.

The net amount of the Nova Scotian bounty, according to the Customs Bureau, is \$1 for each quintal of dried salt codfish and 66 2/3 cents on pollock, hake, haddock and cusk.

This matter was brought to the attention of the Customs Bureau by Representative Ralph O. Brewster of Maine, who said that Maine producers of salt fish were being damaged by this unfair competition with Canadian-subsidized fish.

Brewster also complained to the Customs Bureau that dried fish from Nova Scotia was being entered in Puerto Rico at a lower rate than it should take. Under the tariff law "dry" fish, with less than 43% of moisture, enters at a rate of 1 1/4 cents a pound; whereas "wet" fish, with more than 43% of moisture, pays three-fourths of a cent. Brewster said that dry fish is being misrepresented as wet, paying the low rate, when it should pay the high rate.

Commissioner Rodney E. Feyler stated that he was much pleased with the fact that the Customs Bureau will enforce a countervailing duty on all Nova Scotia dry fish that has been benefited by a government bounty. He sees in this, and the plan of the Customs Service to make moisture tests on every consignment of dry fish going to Puerto Rico, the eventual recapturing of a 2,000,000 pound dry fish market for Maine.

Several large concerns have announced their intentions of going into the dry fish business on a major scale as soon as the matter of duties is fairly settled.

Ramsdell Had Big Pack

The Ramsdell Packing Co. put up 135,000 cases at its Rockland plant this season, and to be on the safe side packed 65,000 cases at its Portland plant.

Mr. Ramsdell has pioneered this season in the wrapping of sardines, the neatly printed paper wrapper making the package so much more attractive as to increase the demand for it on the counter.

Recent Engine Sales

Among the recent sales of engines made by Smith & Langmaid, Inc., of Portland, are a 60-85 hp. Red Wing, Model BB6, to the Willard-Daggett Co., for installation in the *Pemaquid*; another Red Wing of the same size and type to Capt. Albert D. Conley of Freeport, Me., for the *Almacon*; and a 35 hp. Kermath motor to Capt. Thomas Parsons of Long Island, Me., for installation in the *Mearlmaid*.

Kennebunk

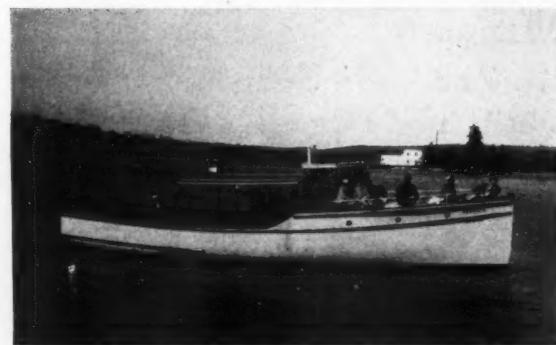
D. Percy Day is remodelling his mill to manufacture lobster traps, gill net boxes and other wooden fishing equipment.

Jesse L. Day & Sons have just completed 25 skiffs for the pleasure boat field, and are now building skiffs from 14 ft. to 18 ft., and will soon start building fishing and pleasure boats to order.

Lubec

Herbert Colson, son of the late boat builder Ralph S. Colson, is conducting the boat shop which his father started 50 years ago.

The Lubec Fish Pier, wholesale producers and distributors, was recently started under the management of Capt. Erich Zwinkel, Brooklyn and New York fishing company executive. Capt. Zwinkel says there is a future for real fishing activities in this far Eastern point if refrigerated railroad cars could be put on between this point and Boston and New York. Capt. Zwinkel has also discovered a new design of net for catching hake, cod and pollock that is proving a great success.



"Pemaquid", owned by Willard-Daggett Co., Portland, Me. Equipped with a new 60-85 hp. Red Wing motor, Hyde propeller and Willard batteries. The engine was sold and installed by Smith & Langmaid, Inc., of Portland.

V. A. Giroux has been operating a marine machine shop for the past 27 years and handles Hyde and Columbian propellers, Globe batteries, Palmer and Buda marine engines.

Investigates Making Leather From Fish Skins

Rodney E. Feyler, Maine's Commissioner of Fisheries, is investigating a process recently developed by German scientists for the manufacture of leather from fish skins. It is reported that a high grade product with great commercial possibilities can now be obtained from the hides of even the most common of piscatorial varieties. He is endeavoring to obtain research on several abundant Maine species in an effort to develop a new industry in the fishery by-products field.

Exhibit of Maine Canned Fish Products

A comprehensive display of Maine canned fish products was put on at the Eastern States Exposition, Springfield, Mass., this year by the Maine Development Commission co-operating with the Department of Sea and Shore Fisheries. A well filled booth in the State of Maine building attracted much attention. Principal varieties shown by 18 concerns were sardines, canned mackerel, dried codfish, canned fresh clams, clam bouillon, clam chowder, smoked mackerel, fillets, cat and dog food.

The display, designed by Dick Reed of the Development Commission, pointed out the nutritive values of the various foods. This is the first time that such a general display of Maine products has been shown.

Imports of Lobsters on Increase

Recent figures on lobster imports released by the Department of Commerce are "very disturbing" to Commissioner Feyler and many dealers and fishermen. For the first seven months of 1937 the 10,205,645 pounds of fresh and frozen crustaceans brought in almost equalled the 1936 grand total of 11,121,543. Canned lobster meat for the seven month period reached 521,301 pounds as against 864,915 for 1936.

In 1934, 1,020 pounds of African spiny lobsters were handled in this country. For the seven month period this year the figure has jumped to 608,470 pounds as against a total of 574,198 for 1936.

The British West Indies with 677,292 pounds in 1937 to date exceeds the 1936 figures. Mexico is away up and Barbados with none in 1936 will ship in over 50,000 pounds this year. Ecuador, Japan, and Cuba are also showing an increase.

The government statistics state that Canada, Newfoundland, and Labrador are the only source of imports of American lobsters and that the rest are spiny or rock lobsters. New Englanders say that they are crawfish and nothing else but.

"Despite the large increase in the tropical varieties we have not been successful in getting official action to prevent crawfish from being sold as genuine Northern lobster," said Commissioner Feyler. He points out that if the imports continue to grow without some regulations as to marketing and advertising to prevent "misbranding", New England is going to find its lobster industry in a sorry state.

Gloucester

Fishermen Lose Heavily In Big Waterfront Fire

FIRE which started in the 100 ft. building at the end of the John Chisholm Fisheries Company wharf on October 19 menaced the central waterfront area for several hours. Fire roaring through the frame structure, literally packed with fishing gear of all kinds, had completely enveloped the upper part of the building within 10 minutes of the first alarm.

The following day it was learned that 20 captains lost mackerel nets, trawls, tubs and other fishing gear. The heaviest loser was Capt. Peter Strescino of the schooner *Balilla*.

Vessel Renamed

The schooner *Frank W. Wilkisson* has been renamed the *Frankie and Rose*. Her skipper, Capt. Jerome Frontiero, is one of the leading skippers of the Italian-American fleet.

Big Redfish Trip

The largest trip of redfish landed in Gloucester for some time arrived on October 19 and went to Slade-Gorton Wharf of Gorton-Pew Fisheries for filleting. The boat was the *Donald Amirault*, formerly known as the *Donald*. She came from Boston with 150,000 pounds.

"Little Ruth" Sold

The Gloucester schooner *Little Ruth*, which spent the past summer swordfishing, has been purchased by Frederick J. Dion of Salem, who plans to convert her into a yacht.

The craft was owned by the United Fisheries Co. and was built at Rockport in 1913. She is 52.6 ft. long, and is powered with a 45 hp. Fairbanks-Morse engine.

Leave Dory Haddock

On October 19 they were taking ice aboard the schooner *Gertrude L. Thebaud*, preparatory to her leaving the following day on her first dory haddock trip since her summer cruise.

Other vessels to engage in this line of fishing business are the *Raymonde*, Capt. Mike Clark, and the *Grand Marshall*, Capt. Albert Grimes.

"Alice and Mildred" Sold

The 79 ft. auxiliary schooner *Alice and Mildred*, built at Essex in 1924, was sold last month to Dr. Hill F. Warren of New London, Conn. The vessel was owned by Capt. Reuben Cameron and it is understood Dr. Warren purchased it for other parties, to be operated as a dragger out of New Bedford.

She was built originally for Capt. John J. Morash and has engaged in mackerel seining during the summer and dragging the rest of the year. She has a 180 hp. Cooper-Bessemer.

Capt. Ambrose Fleet, now commanding the *Mary DeCosta*, had the *Alice and Mildred* for many years.

To Open Store in Portsmouth

Manuel P. Domingoes, Jr., plans to open his store at Portsmouth, Va., again as usual this winter. He outfitts many Gloucester dragger fishing out of Portsmouth during the winter, but at present is in charge of the United Fisheries Co.

Leaves for South

The *Portugal*, Capt. Edward Fragata, left last month for Portsmouth, Va., for winter fishing, after a summer of swordfishing.

Have New Engines

The *Leonora C.* has just been equipped with a new 275 hp. Union Diesel, and is now dragging. The *Elvira Gaspar* sailed early last month after having a new 300 hp. Cooper-Bessemer Diesel installed. United Fisheries Co. is agent for both vessels.

New Atlas Installed

The *Angie & Vence*, owned by Capt. Matt Moceri, now has a new 135 hp. Atlas Diesel, as well as a new wheel house, which was put on when the vessel had a general overhauling recently. She also has a Bludworth radio direction finder.

Vessels Get Fathometers

Fathometers, made by the Submarine Signal Co., have been installed on the *Evelyn G. Sears*, Capt. Tony Sears, and the *Mildred Silva*, Capt. Manuel G. Silva, by Sherman B. Ruth, Inc.



The "Mary M." of Gloucester, owned by Capt. Thomas L. Meagher and Jos. B. Langford, and powered with a 4-cyl., 4-cycle, 100 hp. Wolverine Diesel.

New Bedford's New Concern, Acushnet Fish Corp.

AN aggressive effort on the part of New Bedford business men, backed by the aid of Deputy Customs Inspector William Fitzgerald, may see the growth of the fishing trade in New Bedford to a position of greater prominence than ever before, within a year.

Capt. Daniel Mullins, well-known owner of a large fleet of fishing boats, Capt. Frank Parsons of Provincetown, and Samuel Kurtz of New Bedford, are officers of the organization, known as the Acushnet Fish Corporation.

A new 300-foot platform is being constructed at the old Philadelphia and Reading dock, with new piling being sunk and work on the platform itself already underway.

The increased facilities offered for fishing boats to dock will be part of the plan to attract a greater number of boats here, Capt. Mullins said.

The value of the project to local business is obvious, since the industry's adjunct businesses—trucking, ice and box making—would thrive with prosperity for the fish trade.

Casey's Yard Busy

Casey Boatbuilding Co. have a new storage shed and spar shed nearly completed. In the neighborhood of 20 boats are already in the new storage shed, with approximately 10 or 12 more to go in.

The *Viking*, a fisherman owned by Capt. Hans Haram, was hauled out recently for caulking and painting and general fitting out, and the *Beret J.*, owned by Capt. E. M. Perry, was hauled out for repairs to stern, caulking, painting and general fitting out.

Dragging Out of New Bedford

The schooner *Emma Marie*, Capt. Percy Pieroway, left Gloucester for New Bedford last month to resume dragging for yellowtails and other fish out of that port.



Lobster boat owned by Capt. John Billings, Stonington, Me., and powered with a Palmer engine.

Virginia

Commissioner Finds Oyster Supply Satisfactory

WITH tongers having begun work in most sections of the State, Richard Armstrong, chairman of the Virginia Commission of Fisheries, said that from reports reaching his office the supply in Virginia waters will be satisfactory this year.

In some sections, Armstrong said, oysters have been slow in maturing but there remains plenty of time for them to round into condition in time to be tonged and marketed.

Dr. Truitt Gives Lecture on Seafoods

Members of the Ruritan Club of Mathews and guests listened last month to a three-hour lecture on oysters, crabs and fish, by Dr. R. V. Truitt, director of the Chesapeake Biological Laboratory, at Solomon's Island, Md., and V. D. Vladykof, a member of his staff, who has done considerable work in Virginia.

It is safe to say everyone who attended the meeting left it convinced that Virginia's great seafood industry should stand united in the demand that a biological laboratory be established in the State. Another lesson none who attended the meeting could fail to get was that at the present rate of depletion, without repletion and cultivation, Virginia's great seafood resources will soon reach a point so low as to be of little value as a means of earning a livelihood.

"No poultryman thins out his flock to a point where he cannot rebuild," said Dr. Truitt. "He always holds back a few hens and a rooster or two. How, then, can you expect the supply of oysters to increase, or even hold its own, when present practices tend toward the destruction of all the adult breeding oysters?"

Dr. Truitt pointed out that the value to the State of its water crop was greater than the value of several of its principal land crops, yet the State maintains agricultural colleges, experiment stations, research laboratories and what not to aid those engaged in cultivating land crops, while those of its citizens who depend upon the water crop for their living are given practically none of this type of assistance.

Oyster Boat Sinks in Rappahannock

The power boat *Virginia C.*, converted barge, loaded with oysters, sank in the Rappahannock River on October 15. The boat and oysters belonged to Capt. Joe Laird of Irvington.

Capt. Laird with 500 bushels of oysters was coming from the Potomac River to the oyster house of E. W. Long and Company at Irvington when he struck the Rappahannock River boat, *Lexington*, of the Baltimore, Crisfield and Onancock Steamship Company.

On the following day 240 bushels of oysters were taken from the boat. Efforts to raise the boat that day were a failure due to high water and wind.

Fish Steamer Sink—Crew Saved

Capt. W. L. Rose and thirty-five members of the fishing crew of the menhaden fishing steamer *S. H. Beckwith* were all saved last month when the boat was rammed and sunk five miles off Cape May, N. J. The *Beckwith*, owned by the Menhaden Company of Reedville, was in collision with the *B. H. B. Hubbard, Jr.*, another fishing boat owned by the same company.

The *Hubbard* was not damaged but the *Beckwith* sank within fifteen minutes. The members of the crew took to the purse boats and were picked up by the *Hubbard* and the *Wicomico*, a third fishing boat owned by the same company.

Bolinders for "Fossteena"

The *Fossteena*, formerly owned by the Arch St. Salvage Co. of Philadelphia, has been purchased by David Bateman of Cape May, N. J., who is using her for dredging sea clams, operating out of Schellenger's dock. The *Fossteena* is powered with a 50 hp. Bolinders Diesel.



The fast, twin-screw patrol boat "Hatteras", just put into service by the No. Carolina Fisheries Commissioner, Capt. J. A. Nelson. Power is supplied by two 100 hp. Superior Diesels.

No. Carolina May Establish Eel Market at Southport

THE Southport Civic Club has received an inquiry from a New Yorker who wishes to make his permanent home at Southport and engage in the slickest business ever conducted in North Carolina.

He wants to come to Southport, engage in the business of catching, buying and shipping eels to a market which he says is unlimited in its requirements.

He seems to know all about the local source of raw material. His chief and only concern was whether he, as non-resident, would be permitted to engage in the business. He wants to produce eels, eels and nothing but eels and he can do it if the law will let him.

He has been advised that as a non-resident he can obtain a dealers license for \$2.50 per year and buy and ship eels to his heart's content, before and after becoming a citizen of the Commonwealth of North Carolina. However, he cannot personally catch them for the market until he has resided in the state for the probatory period of one year.

"Any active fisherman, properly equipped with eel traps," says the Civic Club, "should be able to bring in from one to several hundred pounds of eels daily." The information is that 10 cents per pound and up will be paid at the docks and it should be an easy matter to obtain any required number of fishermen to do the producing. If the eel buying house is established at Southport it will be the only market of its kind in North Carolina.

New Patrol Boat Ready for Action

Non-residents of North Carolina are hereby warned that Capt. John A. Nelson, Fisheries Commissioner of that State, is now fully equipped to enforce the law against trawling within the 3-mile limit. The last session of the Legislature provided for the purchase of a patrol boat, and also gave Capt. Nelson authority to seize any poacher and confiscate his boat and gear. In addition, the court will slap down a fine of \$500 to \$1,000, or six months to one year in jail, or both. Double penalties are provided for second offenses.

The *Hatteras*, 75-ft. twin Diesel patrol boat, with an average speed of 15 knots, will do the patrol work. This new craft, pictured above on her recent trial run, is under the command of Capt. Guy Gaskill, who will have a crew of six.

Two 6-cylinder, 100 hp., reduction gear Superior Diesels power the boat. The engines were installed by the Barbour Boat Works, New Bern, N. C., agents for Superior Diesels in that district. Chief Engineer of the *Hatteras* is Leolan Whitehurst.

At the present time, North Carolina residents are permitted to trawl within the 3-mile limit, but it is understood that the North Carolina Board of Conservation and Development is considering banning them, too.

Gulf

Shrimp to be Studied By U. S. Bureau of Fisheries

BUREAU of Fisheries Commissioner Frank T. Bell has announced that the *Pelican*, a scientifically equipped 73-foot wooden hulled ship, now stationed at Gulfport, Miss., would ply the Gulf of Mexico again this Winter in a study of the habits of the shrimp.

The *Pelican*'s crew will tag thousands of shrimp to learn their movement during the spawning season. The small metal tags request finders to forward them to the bureau at Washington.

The ship carries a mile of cable for dragging deep sea bottoms, sounding apparatus, and devices for obtaining fish and shrimp food that is suspended in water.

Investigations may lead to regulations on time and methods of catching shrimp to protect the supply. Bell said the *Pelican* probably would go to the Texas coast in late November or in December.

Oyster Production Almost Doubles in 1936-37 Season

The Mississippi Seafood Commission has submitted to the state legislature its biennial report from October 1, 1935, to June 30, 1937.

During the period 384,887 barrels of oysters and shells were planted under the direction of the commission over an area of 7,400 acres. The work for the period has been productive of great improvements to old and new reefs, the report points out.

The commission is continually increasing the area of the public reefs of Mississippi and using every reasonable effort to increase the size and quality of the oysters taken. It is the aim of the commission to enlarge the productive area of the bottoms of the waters of the state until Mississippi will have sufficient oyster reefs to provide for its industry without relying upon the importation from adjoining states.

During the 1935-6 season 126,078 barrels of oysters were taken from the public reefs and 220,909 barrels in the 1936-7 season, an increase of 104,831 barrels or 41.6 per cent over the previous year.

Announce Pack of Seafoods for 1936

The Bureau of Fisheries, in its annual report for 1936, shows that there are 51 oyster plants in the United States which packed 527,127 cases or 7,876,905 pounds of oysters valued at \$2,173,373; and 61 shrimp plants, which packed 943,614 cases or 15,809,220 pounds valued at \$3,811,354.

Mississippi packed 222,532 cases of oysters valued at \$920,898.

The pack of other states follow: New Jersey, Maryland and Georgia, 8,792, \$35,549; South Carolina, 86,227, \$367,838; Florida and Alabama, 26,294, \$103,822; Louisiana, 62,429, \$240,996; Washington, 118,853, valued at \$504,270.

In Mississippi some 17,060 tons of crushed shell for poultry feed valued at \$67,279 and 2,200 tons of shell lime valued at \$1,933.

The oyster pack last year shows a total of nearly 25,000 cases above 1935 while the shrimp pack declined 163,000 cases, but its value jumped \$90,000.

The shrimp pack:

	Total	
	Cases	Value
Georgia	146,720	\$818,097
Florida	54,072	303,306
Ala. and Texas	92,025	497,994
Mississippi	218,194	1,058,572
Louisiana	432,603	2,133,385
 Totals	 943,614	 \$4,811,354

Launch New Boat

Covacevich Bros., operators of a shipyard on Back Bay, launched a modern deep sea trawl boat for Joe Grasso & Sons of Galveston, Texas, late last month. The boat measures 48 x 13 and is equipped with a 60-horsepower Diesel motor.



Bernard A. Lorino, proprietor of the Lorino Fisheries, Brownsville, Texas.

Develops Fishery in Mexican Waters

Benard A. Lorino, proprietor of the Lorino Fisheries, Brownsville, Texas, is well known in the fish, shrimp and oyster business all along the Gulf Coast and is looked upon by many as an authority on all branches of the business.

Last year, as an experiment, he decided to try fishing in Mexican waters with Mexican labor and having the fish transported to Brownsville by specially constructed trucks carrying sufficient ice to keep the fish in prime condition until delivered to the freezer. The experiment has been very successful. Mr. Lorino has been able to produce an abundance of fish and in the plant at Brownsville has ample facilities for refrigerating his catch which is brought in daily.

The accompanying picture, taken by F. D. Pettit, shows Mr. Lorino in front of his refrigeration and storage plant at Brownsville. Mr. Lorino uses Pettit's "Jersey City" Yacht Red Copper Paint to protect the bottoms of his fleet in the warm Mexican waters, where fouling conditions are severe.

Florida Governor Attends St. Augustine Launching

By Leonard Willey

THE new 48 ft. boat for the Marine Studios was launched on Thursday, October 28. The Governor of Florida, Fred P. Cone, and his wife, came to take part in the ceremony. This boat, built by the Syrmis Boat Works, is powered by two 100 hp. Buda Diesels, and a speed of ten knots is expected. The boat will be equipped with Columbian propellers, Monel Metal shafts, Twin Disc hauling clutches, Hathaway winch, and Shipmate range.

Engine Installations

Among recent engine installations were the following: a 100 hp. Waukesha tractor Diesel installed in a boat belonging to the Grand Fish Co. This engine replaces a 45 hp. engine. An International tractor Diesel was installed in V. Santos' boat *Popeye*. The 28 hp. Superior installed in the boat *Tillie* in St. Augustine last Spring has been replaced by a 60 hp. engine of the same make in Louisiana.

Discuss Harbor Conditions

At a meeting held in St. Augustine on October 22, a temporary settlement was reached regarding harbor conditions. Among those present at the discussion were Capt. Vick of the lighthouse tender *Palmetto* and Capt. H. L. Beck, Superintendent of Lighthouses in this district. Permission was given the shrimpers to buoy the channel for their own use by using oil drums for buoys. These buoys are expected to be of great advantage as the channel shifts often, requiring that the buoys be changed, and these drums, being light, can be changed easily.

300 ft. Dock Completed

The Howard Boat Works, Daytona Beach, Fla., have just completed a 300 ft. dock out to the channel. One of the recent jobs at this yard was a general overhauling of the *Pelican*, owned by Capt. M. K. Reynolds of Marquette, Mich.

Where-to-Buy Directory

Equipment, Gear, Supplies, Service

Companies whose names are starred (*) have display advertisements in this issue; see Index to Advertisers for page numbers.

BATTERIES

Storage

Edison Storage Battery Co., West Orange, N.J.
*Exide: Electric Storage Battery Co., Philadelphia, Pa.

*Willard Storage Battery Co., Cleveland, Ohio

CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N.Y.

*Crown Can Co., Philadelphia, Pa.

National Can Corporation, 110 E. 42nd St., New York, N.Y.

Steel and Tin Products Co., President and Fawn Sts., Baltimore, Md.

CLUTCHES

*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

COLD STORAGES

Quaker City Cold Storage Co., Philadelphia, Pa.

Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N.Y.

*Columbian Rope Co., Auburn, N.Y.

*New Bedford Cordage Co., 238 Broadway, New York, N.Y.

*Plymouth Cordage Co., North Plymouth, Mass.

Wall Rope Works, 48 South St., New York. Whitlock Cordage Co., 46 South St., New York, N.Y.

CYLINDER LINERS, PISTONS,

RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL GENERATING SETS

*Bollinders Co., 38 Rector St., New York, N.Y.

Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.

F. Van Rossem Hoogendyk, 247 Park Ave., New York, N.Y.

Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

ELECTRICAL EQUIPMENT

*Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.

General Electric Co., Schenectady, N.Y.

ENGINE MANUFACTURERS

Diesel Engines

*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N.Y.

*Bollinders Co., 38 Rector St., New York, N.Y.

The Buda Co., Harvey, Ill.

*Cooper-Bessemer Corp., Mount Vernon, O.

Electric Boat Co., Groton, Conn.

*Fairbanks, Morse & Co., Chicago, Ill.

F. Van Rossem Hoogendyk, 247 Park Ave., New York, N.Y.

*The National Supply Co., Springfield, Ohio.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N.Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

Ford Conversions and Parts

Lehman Marine Engineering Co., 972 Broad St., Newark, N.J.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

Oscar Smith & Sons Co., 3102 C St., Philadelphia, Pa.

Fuel Oil Engines

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Gasoline Engines

The Buda Co., Harvey, Ill.

Gray Marine Motor Co., 672 Canton Ave., Detroit, Mich.

*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.

*Red Wing Motor Co., Red Wing, Minn.

Sterling Engine Co., 1270 Niagara St., Buffalo, N.Y.

*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

FIRE EXTINGUISHING SYSTEMS

Carbon Dioxide

*"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N.Y.

FISHING GEAR

*The Great Grimsby Coal, Salt and Tanning Co., Ltd., Grimsby, England.

FISH SCALERS

Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

FUEL OIL TREATMENT

"Lubal": Gustavo Preston Co., 118 Broad St., Boston, Mass.

Hooks, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N.J.

"Creasey": Gifford-Wood Co., Hudson, N.Y.

MARINE INSURANCE

*Charles W. Mitchell, 99 Milk St., Boston, Mass.

NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

NAVAL ARCHITECTS

*John G. Alden, 131 State St., Boston, Mass.

NETS AND NETTING

*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.

*National Net & Twine Co., 211 Congress St., Boston, Mass.

NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

OILS (Fuel, Lubricating, Gasoline)

"Essomarine": Penola, Inc., 26 Broadway, New York, N.Y.

Shell Union Oil Corp., 50 West 50th St., New York, N.Y.

Oil and Rubber Clothing

*D. O. Frost Corp., Gloucester, Mass.

*C. L. Lovig Co., Marinette, Wis.

PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

*Pettit Paint Co., Jersey City, N.J.

Edw. Smith & Co., Long Island City, N.Y.

*Tarr & Wonson, Ltd., Gloucester, Mass.

PROPELLERS

Columbian Bronze Corp., Freeport, N.Y.

*Hyde Windlass Co., Bath, Me.

Michigan Wheel Corp., Grand Rapids, Mich.

PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N.Y.

RADIO DIRECTION FINDERS

*Bludworth, Inc., 79 Fifth Ave., New York N.Y.

RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N.Y.

RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N.Y.

RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.

"Shipmate": Stamford Foundry Co., Stamford, Conn.

REVERSE GEARS

Twin Disc Clutch Co., 1341 Racine Street, Racine, Wis.

SHIPBUILDERS, BOATYARDS

Bath Iron Works Corp., Bath, Me.

*Bethlehem Shipbuilding Corp., Bethlehem, Pa.

I. L. Snow Co., Rockland, Me.

SHIP CHANDLERS

*Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

STERN BEARINGS

*Chapman Products, 166 Thames St., Newport, R.I.

*Hathaway Machinery Co., New Bedford, Mass.

TAG TACKERS

J. B. Crofoot Co., Mount Prospect, Ill.

TELEGRAPH SERVICE

*Postal Telegraph, 67 Broad St., New York, N.Y.

TRAWLING EQUIPMENT

New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

THRUST BEARINGS

Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

TONGS (Clam & Oyster, Steel)

Alexander Welding Co., 461-5 East Main St., Patchogue, L.I., N.Y.

TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N.Y.

Railway Express Agency, Inc., 230 Park Ave., New York, N.Y.

WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.



★ Captain Patrick Collins of the Annapolis, first of the trio to leave her ways. Eldred Goodwin is Chief Engineer.

★ The trawler Annapolis, length 146' 8", beam 26'. Main engine: Cooper-Bessemer, model L T 6 D R developing 650 h.p. at 250 R.P.M. Auxiliaries: Cooper-Bessemer, model FP 4S—developing 140 h.p. at 450 R.P.M., direct connected to 100 K.W. generator, and two Lister Diesel engines, model 4 J P, 40 h.p. direct connected to 25 K.W. generators.

General Seafoods wrote a new page in fishing history September 23rd with the launching of a trio of new trawlers in one day at Bethlehem's Fore River Plant. The very latest in trawler design, Annapolis, West Point and Yale came from the boards of naval architect John G. Alden and were supervised by George Colley and Dwight

Simpson. In her trial run Annapolis showed 12.4 knots at 250 R.P.M., proving that the speed and stability claimed for her Maierform-type hull was well justified. Her 650 h.p. Cooper-Bessemer main Diesel engine and auxiliaries produced this remarkable performance fueled with Essodiesel 230 and lubricated with Esso Motor Oil No. 3.

PENOLA INC., 26 BROADWAY, NEW YORK CITY

Photos by John Adams

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.
—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)
—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil, Limited (In Canada).

Hand Made Nets
 with
Perfect Stream Line
for Towing
for Deep Sea Trawlers
and Draggers
made by
The Great Grimsby
Coal, Salt & Tanning Co., Ltd.
Grimsby, England

**As supplied to the new fleets of
 Deep Sea Fishing vessels now
 fishing out of the ports of the
 United Kingdom and abroad.**

Supplies can be obtained from:—

F. J. O'HARA & SONS, INC.
21 Fish Pier, Boston, Mass.

F. W. WILKISSON, INC.
16 Fulton Fish Market, New York

JOHN CHISHOLM FISHERIES CO.
35 Wharf St., Gloucester, Mass.

MULLINS FISHING GEAR
Pier 4, New Bedford, Mass.

WESTERBEKE FISHING GEAR CO., INC.
279-281 Northern Ave., Boston, Mass.

New York
Wholesale Prices at
Fulton Fish Market

By J. H. Matthews

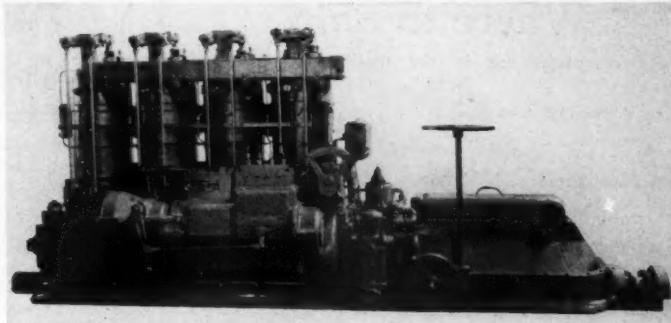
Species	Oct. 1-9	Oct. 11-16	Oct. 18-23	Oct. 25-30
Albacore	.02-.03	.02-.03	.02-.03	.02-.03
Bluefish	.08-.28	.06-.25	.07-.25	.10-.30
Bonito	.05-.12	.08-.12	.08-.12½	.10-.16
Butterfish	.07-.14	.08-.14	.08-.12	.10-.18
Cod, market	.04-.05	.04-.06	.05-.06	.05-.06
“ steak	.07-.12½	.08-.15	.08-.12	.07-.12
“ fillets	.11-.12	.11-.14	.11-.14	.11-.14
Croakers	.04-.05	.04-.05	.04-.05	.04-.05
Dabs	.03-.06	.03-.06	.03-.06	.03-.05
Eels	.07-.18	.07-.18	.07-.18	.07-.18
Flounders	.04-.10	.04-.09	.03-.17	.03-.08
Fluke	.11-.14	.11-.12½	.11-.12½	.11-.12½
Haddock	.05-.06	.05-.07	.06-.08	.06-.08
“ fillets	.11-.12	.11-.12½	.12-.14	.12-.14
Hake	.03-.05	.03-.05	.04-.05	.04-.05
Halibut	.14-.17	.14-.18	.16-.20	.15-.17
Herring	.02-.04	.02-.04	.02-.04	.02½-.04
Kingfish	.06-.18	.06-.14	.06-.15	.06-.14
Mackerel	.12-.18	.14-.16	.12-.16	.14-.22
Mullet	.06-.10	.07-.08	.14-.20	.07-.08
Pollock	.05-.06	.05-.06	.07-.08	.05-.06
Pompano	.08-.35	.06-.35	.06-.35	.10-.50
Salmon, Pacific	.14-.25	.16-.20	.16-.18	.16-.18
Scup	.04-.06	.05-.07	.04-.07	.05-.08
Sea Bass	.07-.16	.08-.15	.07-.14	.07-.14
Sea Robins	.03-.04	.03-.04	.03-.04	.03-.04
Sea Trout	.08-.18	.10-.18	.06-.18	.10-.20
Sheepshead	.06-.08	.06-.08	.08-.10	.08-.12
Skate	.02-.04	.02-.03	.03-.04	.02½-.03
Smelts	.03½-.20	.03½-.20	.03½-.20	.04-.22
Sole, grey	.08-.12	.08-.12½	.07-.12	.08-.12½
Sole, lemon	.08-.12	.07-.10	.06-.09	.07-.11
Striped Bass	.12-.20	.12½-.18	.10-.12	.10-.14
Sturgeon	.20-.22	.20-.22	.20-.22	.20-.22
Swordfish	.14-.40	.18-.42	.16-.20	.16-.45
Tautog	.05-.08	.06-.07	.05-.07	.08-.10
Weakfish	.04½-.18	.05-.18	.07-.18	.07-.18
White Perch	.08-.14	.08-.14	.08-.14	.08-.14
Whiting	.02½-.04	.03-.04	.01½-.03	.02½-.04
Clams, hard	1.50-2.25	1.50-2.25	1.25-2.50	1.25-2.50
Clams, soft	1.25-1.50	1.25-1.50	1.25-1.50	1.25-1.50
Crabs, hard	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00
Crabs, soft	.30-.80	.35-.80	.40-.60	.40-.90
Frogs Legs	.35-.85	.30-.70	.30-.75	.30-.80
Crab Meat	.20-.45	.20-.50	.20-.60	.20-.60
Lobsters	.25-.50	.28-.45	.30-.50	.28-.48
Lobster Meat	.60-.62	.60-.62	.40-.70	.60-.70
Langouste	.40-.50	.45-.50	.45-.50	.45-.50
Oyster Crabs	.50-.75	.50-.75	.50-1.00	.50-.65
Scallops, bay	2.50-5.50	2.50-5.00	2.50-5.00	3.00-5.00
Scallops, sea	1.25-1.60	1.55-1.70	1.65-1.85	1.50-1.75
Shrimp	.08-.18	.08-.16	.09-.18	.08-.18
Squid	.06-.08	.06-.08	.06-.08	.06-.08

Oyster Advertising Brings Results

The response to the advertising campaign financed by Long Island oyster growers is excellent, judging from the number of requests for the recipe folders mentioned in the advertisements, reports J. H. Matthews. The campaign, which started shortly after the opening of the season, makes use of all New York Metropolitan area newspapers. Advertisements are staggered so as to have complete coverage every week.

WOLVERINE DIESELS ARE:

1. Sturdy
2. Simple
3. Reliable
4. Economical
5. Long-Lived



The 4-cylinder, 4-cycle, $9\frac{1}{4} \times 14$ Wolverine Diesel, developing 140 hp. at 350-360 rpm. Typical installations are the IVANHOE, Capt. Wm. Collis of Nantucket, Mass., and the MUSKEGON, Capt. A. A. Bain of Owls Head, Me. Wolverine Diesels are available in sizes from 25 to 200 hp., both two-cycle and four-cycle.

DESIGNED FOR FISHING SERVICE

Catalogue No. 135 Upon Request

WOLVERINE MOTOR WORKS, Inc.

Foot of Union Avenue

BRIDGEPORT, CONN.

Provincetown Lifts Three-Mile Limit Restriction

By J. C. Johnson

FLOUNDER boats look for some good hauls this season with the lifting of the law on fishing within the three-mile limit off the lower Cape. The restriction was scheduled to be raised Nov. 1. The draggers have been doing very well at whiting fishing for the freezers, their daily hauls running up to 15,000 pounds. They have brought in a few boxes of flounders each trip, but rarely any more.

Motorboat Fishing Very Good

Motorboat fishermen operating out of here and Chatham have done very well, producing good hauls that bring consistently high prices. Most boats are getting about 2,000 pounds.

Freezers Busy

Several tons of frozen fish are going out of Provincetown each week. The freezers haven't half of last year's stock of mackerel, although there is a brisk call for this fish from New York. They have had twice as much whiting as last year, when the situation was such that tons of whiting had to be trucked here from Boston. There is considerable bone squid in the freezers; this is going to the food fish market in New York.

Freezers anxiously awaited November and the possibility of a good trap run of herring. A few weeks ago there was a brief run; consequently four to five truckloads of herring bait are going out weekly to Boston. But the stock of this fish is not a third what it was last season. The four freezers are all set to take in 3,000 to 5,000 barrels apiece to take care of the bait needs of Boston and Gloucester vessels.

Trappers Dogged by Bad Luck

The trappers, while they had an exceptionally prosperous summer, have been dogged by ill luck the past month. Small lots of mackerel came in, though there was an occasional twenty barrel load. Toward the end of the month the tinkers began to

show up. On Oct. 30, Capt. Ulysses Simmons landed 20 barrels at the Cape Cod Fisheries Company plant. Capt. George Brier had 25 kegs, Capt. John Joseph 20 kegs. Crews will start taking up the traps for the winter toward the end of November.

Seiners Changing Over

Manuel Macara brought up a 22-pound lobster in the drag of the *Victory*. For several weeks the Italian seiner fleet from Gloucester has been night-fishing for mackerel, but with no luck whatever. The seiners are now preparing to go South in quest of mackerel or get rigged for dragging.

To Enter Fish Shipping Business

Capt. Frank Parsons has turned his boat *Richard and Arnold* over to his brother, Henry, and now is busy with preparations to enter the fish shipping business at New Bedford. Frank for a number of years has been the "high line" skipper of the Provincetown dragger fleet, and the hauls of the *Richard and Arnold* have been consistently the best.



"Wallace & Roy", owned by Capt. Wm. J. O'Donnell of Provincetown, Mass., and powered by a 65 hp. Atlas Imperial Diesel engine.

Where to Ship

These companies are in the market for fish and shellfish.

BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.
H. Grund & Sons, 213 N. Union Ave.
J. A. Klaflin, 209 N. Union Ave.
Samuel Wax Fish Co., 9240 Baltimore Ave.

NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.
Cape Cod Fish Co., Inc., 101 Fulton Market.
Chesbro Bros. & Robbins, 1-2-3 Fulton Market.
John Dais Co., Fulton Market.
Eastern Commission Co., 19 Fulton Market.
Lester & Toner, Inc., Fulton Fish Market.
South Fish Co., 112-113 Fulton Market.
Frank W. Wilkison, Inc., 16 Fulton Market.

PHILADELPHIA, PA.

W. Carlton Eacho, Water and Dock Sts.
Millers Snapper Yard, 1520 E. Montgomery Ave. (Live
Snapping Turtles).
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

WASHINGTON, D. C.

W. Carlton Eacho, Municipal Fish Market.

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Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

- 1—Star Fish & Oyster Co., Mobile, Ala.
- 2—Capt. Tom's Fish Mart, Miami, Fla.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—John T. Handy Co., Inc., Crisfield, Md.
- 5—Portland Fish Co., Portland, Me.
- 6—Isaac Fass, Inc., Portsmouth, Va.
- 7—Mid-Central Fish Co., 16556 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—Cold Spring Fish & Supply Co., Inc., Wildwood, N. J.

ALEWIVES:

Nos.: 3, 5, 8

BLUEFISH:

Nos.: 6, 8, 9, 10

BUTTERFISH:

Nos.: 3, 5, 10, 11

CATFISH and BULLHEADS:

Nos.: 7

CLAMS:

George Haritos, Ipswich,
Mass. (Ipswich Clams).

Also: 1, 3, 5

Canned: 5

COD:

Nos.: 3, 5, 11

Canned: 5

Salted: 3, 5

Smoked: 3, 5

Cod-Liver Oil: 5

CRABS and CRABMEAT:

Nos.: 1, 4, 5, 8

CROAKERS:

Nos.: 6, 10, 11

CUSK:

Nos.: 3, 5

Salted: 5

FLOUNDERS:

Nos.: 3, 5, 6, 10

FLUKE:

Nos.: 11

FROGS:

Nos.: 1, 2, 7, 8, 9

GRAY TROUT:

Nos.: 10

GROUPERS:

Nos.: 1, 8

HADDOCK:

Nos.: 1, 3, 5

Salted: 5

Smoked: 3, 5

HAKE:

Nos.: 3, 5, 6

Smoked: 3, 5

HALIBUT:

Nos.: 7

HERRING, SEA:

Nos.: 8

Smoked: 3, 5

KINGFISH:

Nos.: 2, 8, 10

LOBSTERS:

Nos.: 8

MACKEREL:

Nos.: 3, 5

MACKEREL:

Salted: 3, 5

Smoked: 3, 5

Canned: 5

MULLET:

Nos.: 1, 2, 6, 8

Salted: 6, 8

OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.

Andrew Radel Oyster Co., South Norwalk, Conn.

Also: 1, 3, 6, 7, 8, 10

POLLOCK:

Nos.: 3, 5

Salted: 3, 5

POMPANO:

Nos.: 1, 2, 7, 8, 9

RED SNAPPER:

Nos.: 1, 8, 9

ROCK OR SPINY LOBSTER

(Southern Crawfish):

Nos.: 1, 2, 8, 9

SALMON:

No.: 7

SCALLOPS:

Nos.: 3, 4, 7, 9

SCUP or PORGIES:

Nos.: 6, 8, 10, 11

SEA BASS:

Nos.: 1, 6, 10, 11

SEA BASS (Calif.):

No.: 7

SHAD and SHAD ROE:

Nos.: 6, 10

SHEEPSHEAD, Saltwater:

No.: 8

SHRIMP:

Nos.: 1, 4, 7, 8, 10

Cooked and Peeled: 1

SPANISH MACKEREL:

Nos.: 1, 2, 8, 9, 10

SQUID:

No.: 8, 10

SWORDFISH:

Nos.: 3, 5

TUNA, Etc.:

No.: 5

TURTLES and TERRAPIN:

No.: 9

WEAKFISH:

Nos.: 10, 11

WHITING:

Nos.: 3, 5, 6, 11

Salted: 6

Vineyard

Fishermen Get Plenty of Fish and Too Much Wind

By J. C. Allen

*Frost on the deck in the early dawn,
And a white moon riding high at night.
The far-off hills turn to red and brown,
In the clear October light.*

WE won't see but cussed little more of that, however, with November breaking dead on the beam as this report is written. For October has gone down in the wake and become as much a part of the past as last year's biggest trip. October has been a darned good month, in these latitudes, taking things full and by. There has been rather more than a just share of breezy weather; no gales, but just a commotion that kept the gizzards of the floating population in an unsettled condition. It interfered to some extent with the activities of the fleet, both shoal-draught and deep-legged, but in spite of all that, it was a darned fishy month.

Big Sale of Striped Bass

There have been more striped bass marketed locally than any except the oldest inhabitants can remember. Striped bass have run in every damp spot, breaking in old men's wells out on the farms and chasing the sheep into the woods when they came down to the beach for a nip of seaweed. No great number of large fish have been taken, the run averaging around small and medium grades, but these fish bring the best prices. Forty and fifty-pound bass are about as popular with the dealers as sperm whales and probably for similar reasons.

Favorable Weather for Lobstering

Lobstermen fished fairly late in deep water this Fall, for the luck was good and there was nothing to wreck the gear. It is a fairly safe bet that better than ninety per cent of the gear that went offshore forty miles, will come in without any damage. This may not be a record, but by Judas it is unusual.

Draggers Have Good Luck

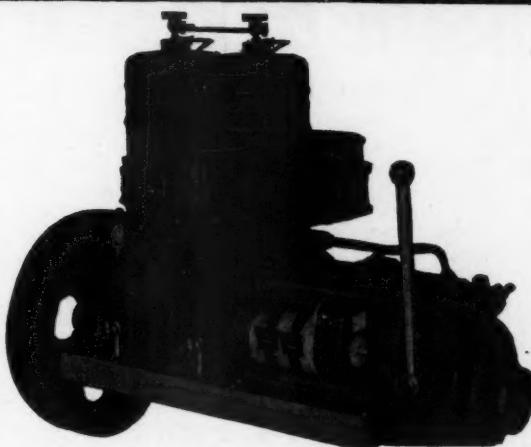
Draggers hailed plenty of luck for the most part although they cussed about the weather at times. They have had a mighty fine run of all the various species of fillets in the raw, flukes, yellowtails, blackbacks, lemon and gray sole, and the prices have held up surprisingly well. There is no loss without some small gain and the New Deal manipulation of meat prices seems to have benefited the fishermen more than anyone else. The market is ready to sky-rocket to the main truck every time the glass drops and this makes the sea-skimmers smile except when they lay in their stores for a trip. Then, when they have to shell out for a quarter of beef, they just about have a purple convulsion. And no wonder!

Bay Scallops Versus Sea Scallops

Local lads have been making preparations for the bay scallop season for weeks and the first beds have been opened in Oak Bluffs. This bay scallop business is certainly on the decline, say what you doggone please. Our sea-scallopers have struck it rich right along, and every trip has paid a dividend, which is good news and you may lay to that. But the retailers have become so damned afraid of handling bay scallops because of the seas, that nobody wants them very badly and no one will offer much of a price for them. It's just too cussed bad. Here we have several square miles of shellfish beds, producing a set of scallops almost every year. Some five to seven hundred men plan to take out commercial licenses and fish these beds for a few weeks. The bay scallop is a toothsome critter, and will tickle the palate of almost anyone on earth. But when a man must provide a boat, dredges, and other gear, and cough up five berries for a license, he has to get something back in order to make it pay.

Well, so goes the battle, hard-up or hard-down and things might be a helluva lot worse. Anyway, nobody's kicking more than usual, which is a comfort.

BOLINDERS DIESEL ENGINES



Simple and Easy to Operate!



Compare Bolinders Diesel Engines with any other. Note how rugged and simple these engines appear. There are no complicated gadgets and what-nots to get out of order—just the engine for fishermen. A Bolinders runs by itself without your constant attention. That is why there are over 1,000,000 horsepower in active service throughout the world. And that is why any fisherman who wants power in its simplest, most efficient form should buy a Bolinders Diesel. Sizes 6 to 500 hp. Write for details on the size for your boat or service.

BOLINDERS COMPANY, INC.
Office and Showroom: 33 RECTOR STREET, NEW YORK, N. Y.

SATISFACTION

When you get right down to brass tacks, there isn't anything we can say about New Bedford Manila rope that means half as much as what our fishermen customers say about it. We can tell you how durable it is, how pliable even when wet, how uniform in quality, how economical — but fishermen who use it sum it up in the very simple phrase "It gives satisfaction." After all, that tells the story. And we are proud of the fact that New Bedford Manila rope has been giving that satisfaction for nearly 100 years.



New Bedford Cordage Co.

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

Mills: New Bedford, Mass.

JOHN G. ALDEN

Naval Architect
Marine Engineer

Specializing in

**TRAWLERS, TANKERS
TOW BOATS, ETC.**

NEW DESIGNS — ALTERATIONS

Your New Vessel Will Be
More Successful
If You Employ
EXPERT ADVICE

JOHN G. ALDEN

131 State St.

Boston

Trawler Repairs and New Construction



Four Trawlers undergoing repairs at Atlantic Works

Conveniently located on Boston Harbor, Bethlehem's FORE RIVER Shipyard and the modern dry docks and repair shops of SIMPSON WORKS and ATLANTIC WORKS offer the fishing industry unsurpassed facilities for the construction, repairing and reconditioning of trawlers.

BETHLEHEM SHIPBUILDING CORPORATION, Ltd.

General Offices



Bethlehem, Pa.

General Sales Offices: 25 Broadway, New York
Boston Office, 75 Federal St.

Maritime

Fishermen Hold Convention. Important Problems Discussed

By H. R. Arenburg

FISHERIES problems of the Maritime Provinces came before the convention of the United Maritime Fishermen's Association in Halifax on October 20 and three distinct highlights stood out when the first day's sessions were concluded.

First among these was the startling and frank declaration by Dr. M. M. Coady, of Antigonish, that "in the fishing industry it is a question of dividends versus human beings" and the warning by the same speaker that if the proper development was to be achieved, "we must first re-build the men by education, equipping them to earn a living, and then develop the industry."

Second highlight of the day was the passing of a resolution to boycott all nets, twines and other fishing accessories made in Japan.

The third outstanding event was an address by Hon. J. E. Michaud, Minister of Fisheries, who discussed with the delegates the problems of the industry and praised the work of co-operative agencies as having a stimulating effect upon community life wherever they are in operation.

With President Alfred Hanlon of Canso, presiding, and the Minister of Fisheries, Hon. J. E. Michaud, Premier A. L. Macdonald, V. J. Pottier, M.P., of Yarmouth in attendance, the largest and most enthusiastic gathering of the representatives of the Fishermen's Federation ever to convene in annual session anywhere in the Maritimes, listened to a forceful address by the original founder of this co-operative group, Dr. Coady.

The United Maritime Fishermen at the concluding sessions of their eighth annual meeting on the 21st:

- 1—Determined to extend co-operative efforts over the whole of the Maritime Provinces, setting aside surplus funds to educate more young fishermen for leadership and re-establishing the Association newspaper.
- 2—Heard suggestions for establishment of closer contacts between the three main classes of primary producers — farmers, fishermen and miners.
- 3—Asked revision of the Provincial Government's policy of bonusing to include fresh fish.
- 4—Sought more rigid inspection of all kinds of smoked, dry and pickled fish.
- 5—Requested removal of the tax on fuel used for fishing boats.
- 6—Urged establishment of a winter fish-collection service from Port Bickerton to Canso to Halifax.
- 7—Elected Ambrose Forgeron, of Main-a-Dieu, President of the Association.

Elect New President

The list of other officers elected for the coming year follows: Vice-President for Nova Scotia—Percy Pellerine, Larry's River. Vice-President for New Brunswick—Armand Legere, Barrachois, N. B. Director for Inverness-Victoria—Dennis A. Cormier, Grand Etang. Director for Cape Breton-Richmond—J. Gallant, Little Lorraine. Director for Cumberland-Antigonish-Pictou—Leo Roberts, Ballantyne's Cove. Director for Guysboro-Halifax—Percy Pellerine, Larry's River. Director for Shelburne-Yarmouth-Digby—N. C. Sollowes, Port Maitland.

The directors for New Brunswick are Armand Legere, for Westmorland-Kent, and Samuel J. Breau, of Neguac, for Northumberland. The vice-presidents are chosen from the board of directors.

Scallop Fleet Starts Operations

The Centreville scallop fleet has started operations here. The first fishing expedition was made on Saturday, October 16, and good catches have been reported so far. The owners of these boats actively engaged at present are C. R. Morton with three

boats; Ernest Raymond, two boats; and each of the following with one vessel: Robert Morehouse, Joseph Comeau, Gordon Morehouse, Nelson Kelly, Kenneth Gidney, Ralph Nesbit, Ralph Gidney, A. and L. Westcott, and Cecil Dakin.

Salt Fishing Landings Much Greater

The 1937 salt fishing season is completed and the landings this year are very much greater than the catch of 1936. In 1936 the Lunenburg catch totalled 79,550 quintals and this year the total reaches 103,725 quintals. The Riverport auxiliary schooner *Mavis Barbara*, in command of Captain Henry Creaser, is the highliner of the fleet this year with a total of 5,600 quintals fish landed. The fishing season begins in March and lasts until the end of September. During this period three main trips are made, the frozen baiting trip, the Spring trip and the Summer trip.

The landings from the frozen baiting trip were 7,100 quintals, from the Spring trip 26,900 quintals, and from the Summer trip 69,725 quintals.

Fleet Outfitted for Fresh Fishing

All the power vessels in the fishing fleet have fitted out for the fresh fishing season. A number of the vessels are fishing out of Halifax, some are fishing out of Lockeport and the balance are operating from Lunenburg.

"Maxwell F. Corkum" Sold

Schooner *Maxwell F. Corkum* has been sold to parties in Grand Bank, Newfoundland, and Captain Thomas Harris came to Lunenburg to take delivery of the schooner. The *Maxwell F. Corkum* is 123 feet long, 27 feet beam and 9.5 depth of hold. She was built in 1925 by Smith and Rhuland.

Prince Edward Island Fishermen Hold Annual Convention

By W. A. MacDonald

THE third annual convention of the Fisherman's Union of Prince Edward Island was held in Charlottetown on October 20. A strong spirit of optimism was noticeable throughout the proceedings. Delegates from the various Stations told of the advantages they had derived from their operations during the season now ending.

From a beginning of one Station at Tignish, three years ago, this movement has steadily grown to 19 Stations at present.

An address was given by W. R. Shaw on the question of Adult Education. Premier Campbell extended a warm welcome to the delegates, and promised that the Provincial Government was prepared to cooperate in any manner possible to give aid to the fishermen in their problems. Hon. B. W. Lepage who followed, congratulated the Union for the good work they were doing and spoke of the work of the Fisherman's Loan Board and promised, as Chairman of that body, that he would continue to do all possible to continue the work which they had been engaged in for the past year.

J. A. Gillies, Manager of the Maritime Marketing Board, spoke briefly of the benefits of cooperation and encouraged the fishermen to carry on.

Rev. Dr. Murphy, Rector of St. Dunstaus University, said he would like to see every fisherman a member of the Union and stressed an adult education movement. Peter Sinclair, M. P., promised his hearty support to the movement.

Hon. Dr. W. J. P. MacMillian, leader of the opposition, promised his co-operation in any way possible.

H. H. Acorn, M. P. P., spoke convincingly on the need of bait freezers at various points on the Island, and was followed by Elsworth Gillis of Ellerslie; John MacDonald, Rice Point; Earle McRae, Tignish; Landis Harris of Beach Point, C. E. MacKenzie, Secretary of the Central Farmers' Institute; and A. E. McLean, M.P.

James B. MacDonald of St. Peters was re-elected President; Louis Harris of Beach Point, Vice-President; Mayor P. W. Turner of Charlottetown, Secretary-Treasurer. W. E. MacInnis, Charlottetown; Robert MacKenzie, of St. Peters, and Napoleon Arsnault, Mt. Carmel, constitute the Executive Committee.



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New Brunswick Fishermen Pledge to Buy More Equipment from U. S.

By C. A. Dixon

AT the eighth annual convention of the United Maritime Fishermen (Nova Scotia, New Brunswick, and Prince Edward Island), a resolution contained the following pledge: "The use of nets made only in those countries (Great Britain and the United States) which are our best customers and where the workmen's standards of living are more in keeping with our own." Thus did a body of fishermen, thirty thousand strong, endorse heartily the policy of buying goods and equipment from those who buy fish and fish products from producers. Every year many thousands of dollars worth of marine equipment and fish gear, such as rope, nets, twine, boat and engine supplies, are purchased from the United States and Great Britain, and there is a strong feeling against the purchase of netting and other fishery equipment from Japan, which gives nothing in return to the fishermen for such trade, as does the United States and other countries, which buy immense supplies of fish and fish products from Atlantic coast fishermen. It is safe to state that 1938 will witness increased trade between Canadian fishermen and U. S. dealers.

Lobstermen Expect Extra Good Season

Grand Manan lobster fishermen have been making extra preparations for lobster fishing this Fall. The season opens November 15. Many fine new boats have been added to the fleet and they are the last word in build and equipment. Some of the boats with two or three men fish literally hundreds of lobster traps and very few single crews operate less than one hundred traps. It is expected that the catch this Fall will be extra good as the Spring season was cut out altogether by Government decree.

Increase in Clam Production

One of the bright spots in the fishing industry of Southern New Brunswick this Fall is the announcement by one concern engaged in packing clams that it would pay the fishermen \$1.50 a barrel for clams in the shell landed at the factory wharf. As a consequence it is expected that more men will be engaged in the clam digging industry this Winter than ever before. Already production is stepping up, and cargoes of clams in the shell have been sold to Maine packing plants located at Jonesport and other places along the Western Maine coast. Eastport captains are freighting clams from Charlotte County, N. B., and are making good money every week. Other boatmen are busy boating the clams to Canadian canneries at Chamecook and other places along the coast. It is said that clams will be packed at the new Wilson's Beach factory owned and operated by H. W. Welch, Ltd., of Leonardville.

Committee Appointed to Survey Fisheries

Walter W. Leonard of Saint John, N. B., who was appointed some time ago to conduct a general survey of the fisheries of New Brunswick, has presented his report to the Provincial Government, Premier A. A. Dysart announced recently. The purpose of the investigation was to enable the Premier to recommend to Hon. J. E. Michaud, Federal Minister of Fisheries, a practical program of development of the industry. It has been decided to invite a voluntary advisory committee to consider the situation as a whole, review the survey made, and to make recommendations. Those invited to serve on the committee are: Foster G. Calder, M.L.A., of Deer Island; Fred Magee, of Port Elgin, N. B.; F. T. B. Young, M.L.A., Caraquet; Alfred H. Brittain (former president of the Maritime-National Fish Co.), Montreal; H. R. Ross, Saint John; Dr. J. J. Barry, Black's Harbor; and J. H. Conlon, Director of Federal and Municipal Relations, as secretary. The committee will go to work immediately, it is said.



Oysters, that rare delicacy of early days, being rushed under guard for the historic banquet being re-enacted in the new Paramount picture, "Wells Fargo."

Oysters Featured in Movie

By A. N. Laing

DISPROVING again the old canard that oysters are fit for consumption only during the "R" months, a group of Hollywood actors sat down to a banquet of bivalves on one of the hottest of August days. They devoured eight dozen Bluepoints on the half-shell.

The occasion was the filming of a scene for the forthcoming picture, "Wells Fargo," depicting the serving of fresh oysters for the first time in Buffalo, New York, in 1884.

Oysters used in this screen version of the historic incident were shipped from the Atlantic coast last Winter and planted in the San Mateo marshes bordering San Francisco Bay, there to be nourished and fattened until "called." When the movie-makers had their set ready to be "shot," word was telegraphed northward and the shellfish were taken from their beds and rushed overnight to the studio.

Producer Frank Lloyd and Elmer Clifton, who have both made several fishery and whaling pictures, pointed to the incident as a graphic illustration of the efficiency of modern fish-transportation as compared to piscatorial haulage problems of the last century.

"In those days," said Director Clifton, "the shipment of oysters so short a distance as from New York to Buffalo required almost three days. They travelled by boat from New York to Albany, train to Auburn, express wagon to Geneva, thence by train to Batavia and wagon again to Buffalo."

New Book on Oyster Culture

A 212-PAGE book entitled "Oyster Biology and Oyster Culture," by J. H. Orton, A.R.C.S., D.Sc., has just been published by Longmans, Green & Co., 114 Fifth Ave., New York City. The book is designed for both the general and scientific reader, and summarizes in excellent fashion the habits, life-history, feeding, digestion, spawning, fattening and shell-growth of oysters. Other subjects dealt with are oyster culture as practiced in different parts of the world, spat collection, stocking, relaying, pests and pollution.

The author bases most of his material on the European oyster, *Ostrea edulis*, but also makes frequent comparisons between that and the American species, as well as the Portuguese, Japanese, etc. Fifty-seven illustrations help to explain the points raised. The price of the book is \$2.00.

Safety Council Elects Officers

A T an election of officers for the Food Section of the National Safety Council, C. W. Dempsey of the Liquid Carbonic Corp., Chicago, Ill., was chosen Vice-Chairman for Promotion, and C. A. Linder of the Booth Fisheries Corp. was elected to the Poster Committee.

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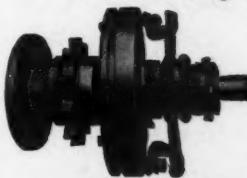
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Recent Superior Installations

AMONG the recent installations of Superior Diesel engines in fishing boats, reported by the National Supply Co., are the following:

Menhaden boat *Caroline*, owned by the Southern Chemical Co., Savannah, Ga. This boat is 109 x 19 x 6½ ft., and is powered by two MRA-6-S Diesels, developing 100 hp. each, equipped with 3:1 reduction gears, and turning 38 x 28 Columbian propellers at 500 rpm. for a speed of approximately 9 mph.

Party fishing boat *Empress Ann*, owned by Capt. Ben F. Elderd, Freeport, N. Y. This is a 46 ft. party boat converted from a single screw to twin screw, using two MA-6, 100 hp. Superior Diesels, direct drive, and turning 22 x 12 propellers at 1600 rpm. for a boat speed of better than 14 mph.

Shrimp boat *Wawa*, owned by Wm. C. Carnegie, St. Marys, Ga., a 55-footer with an MRA-6-S, 100 hp., with 3:1 reduction gear, turning a 38 x 28 propeller at 500 rpm. for a boat speed of about 11 mph.

Lobster freighter *Edith Dora*, owned by Frank Strickland and the North Bay Trading Co., Boston, Mass. She is 64 ft. long, with an MRA-6, 100 hp. Superior Diesel, with 3:1 reduction gear, turning a 33 x 36 propeller.

Gill netter *Poseidon*, owned by Capts. Gale and Oakes of Boston. This 54-footer has an MRA-4, 4 cyl., developing 62 hp. at 1500 rpm. and equipped with 3:1 reduction gear. The 32 x 28 propeller turns at 500 rpm. for a boat speed of approximately 10 mph.

The Mirracel Portable Refrigerator

OF interest to shippers of fish and other perishable commodities seeking to cut transportation costs is a recently developed light-weight, thoroughly insulated shipping container for less-than-car lots of products. Named the Mirracel Portable Refrigerator, and manufactured by the All Steel Welded Truck Corp. of Rockford, Ill., the container is adapted for shipments by rail, truck and water.

The container weighs 900 pounds, and has a load limit of 6,000 pounds. It is 7 ft. long, 6 ft. high, and 5 ft. wide. Wheels at the back of the box, and provision for a lift jack at the front, make it possible for two men to handle it with ease even when loaded.

Refrigeration is provided by a patented device incorporated in the unit, which has a Dry-Ice capacity of 200 pounds.

Illustrated bulletins giving further details are available from the manufacturer.

Salmon Advertising

THE Alaska Packers Association has announced that the Canned Salmon Industry has approved an advertising assessment of 10c per case for the calendar year of 1938. Previously the Canned Salmon Industry had been paying 5c per case for advertising, and a new three-year program at this rate has just been approved by Industry members.

New Fairbanks-Morse Bulletin

FAIRBANKS, MORSE & CO. have just issued a new bulletin, No. 3600-A, illustrating and describing their Model 36-A marine Diesels. This engine, built in two different cylinder sizes, and with ratings as low as 10 hp., is the smallest in their line.

It is a four-cycle, full Diesel, with integral reverse and reduction gears, and with a minimum number of moving parts, all of them easily accessible. Main crankshaft bearings are embedded in the lower base to ensure freedom from vibration and a long, useful life.

Various types of reverse and reduction gears afford a choice of speed reductions. The smallest sizes are hand starting; larger ones can be equipped for electric, air or gas engine starting. All models are compact and light weight.

Copies of the bulletin can be obtained from any Fairbanks-Morse office.



Inspecting the Esso measured mile in Boston Harbor recently were, top row, left to right, Thos. C. Hayes; Wm. F. Nee, Essomarine representative; Hosea P. White, commander, Massachusetts Bay Assn.; Roy G. McPherson, commodore, Quincy Yacht Club. Bottom row, Lieut. Robert G. Elliott, Coast & Geodetic Survey; W. A. Noyes, Colonial Beacon Oil Co.; John H. Burroughs and Frank E. Henry, ex-commodores, Quincy Yacht Club.

Essomarine Erects Measured Mile Markers in Boston Harbor

THE first official measured nautical mile in Boston Harbor has been laid out with the erection of two large target markers by the Colonial Beacon Oil Company, Essomarine distributor, in co-operation with the Massachusetts Bay Association of Yacht Clubs.

The markers have been erected on the West shore of Padock's Island adjacent to, and in clear view of the regular ship channel. The markers have already been put to use by motor boats and other vessels as an aid in checking their engine speeds, revolutions, etc., entering or leaving Boston Harbor. Hitherto boats out of Boston yards have used the measured mile at Provincetown.

Wrought Iron for Tanks

A 32-PAGE booklet, entitled "Wrought Iron for Tank Construction," has been published by the A. M. Byers Co., Pittsburgh, Pa. Profusely illustrated with pictures showing installations of various types of wrought iron tanks, the report stresses the durability of wrought iron for this service. One of the pictures shows one of two starfish killing tanks installed on boats owned by the Oyster Bay Oyster Co. These tanks are 11 ft. long, 30 in. wide and 31½ in. deep, fabricated of ¼ in. plates. Copies of the booklet may be secured without charge from the A. M. Byers Co.

Champion Ice Crushers

A BULLETIN describing Champion Ice Crushers has been issued by the Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J. Illustrations and specifications are given for all models, which range in capacity from 100 pounds to 60 tons an hour, and are available in hand, motor and belt drive. Special mention is made of the cutting teeth, ice regulator, drum, and the Timken bearings. Copies of the bulletin may be secured without charge from the Company.

Woolsey Sales Manager Dies

AMES W. NEIL, General Sales Manager of the C. A. Woolsey Paint & Color Co., Jersey City, N. J., died Friday, October 8. Mr. Neil was formerly Vice-President of the American Thermos Bottle Co., Norwich, Conn. He was also well known and very active in marine circles and a member of the National Paint, Varnish & Lacquer Assn. The position held by Mr. Neil will be filled by Theo. F. Mack, formerly Assistant Sales Manager.

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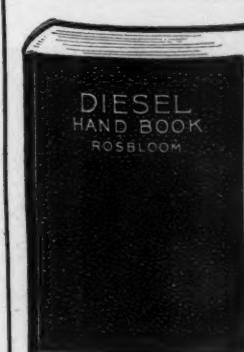
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All Phases of the Lobster Business Covered by Brooks & Sprague

ONE of the largest dealers in lobsters in the United States is the firm of Brooks & Sprague, Inc., of Lynn, Mass., whose annual output is in the neighborhood of 1,500,000 pounds.

The Company not only is large, but its interests are varied. In addition to its wholesale business, it sells at retail, and maintains two restaurants where, of course, lobster dishes are featured.

For 12 years the Company was located in Boston, moving its headquarters to Lynn eight years ago, where it has a large wholesale department, a retail branch called the "Aquarium," and the restaurant known as "The Lobster Pot." A short distance away, at the General Edwards Bridge at Point of Pines, Revere, Mass., is the spacious and inviting "Lobster Smack," the Company's largest restaurant.

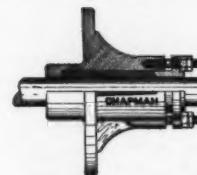
Supplies come from many points. Over 100,000 pounds are purchased yearly from local lobster fishermen. A pound with a capacity of 200,000 pounds of live lobsters is maintained at Millbridge, Me., and buying stations at Winter Harbor, Biddeford Pool and Kennebunkport, Me. Four trucks are kept busy making deliveries to the Company's customers at nearby points; more distant shipments are made by Railway Express.

To acquaint customers with its facilities and service, Brooks & Sprague have published a most attractive 32-page booklet, entitled "From Trap to Table." In an interesting fashion, the booklet tells in text and pictures how lobsters are caught and handled. Also included are several appetizing recipes, with illustrations showing how the dishes look ready for serving. The Company's trade name, "Ocean's Best," is stressed throughout.

Officers of the Company are T. W. Brooks, President; A. E. Brooks, Treasurer; and John M. Fogarty, Clerk.



The gayly colored fleet of Brooks & Sprague trucks that insure rapid and efficient delivery of "Ocean's Best" Lobsters. Standing, T. W. Brooks and granddaughter.



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Swordfishing boat *Mohawk*, 37 ft. by 11 ft. by 5 ft. draft. Heavy construction, 3 years old, Buda engine, reduction gear. Complete equipment. P. B. MacCready, 442 Temple Street, New Haven, Conn.

FOR SALE

45 ft. dragger powered by 40 hp. heavy duty Palmer. C. Tringali & Sons, East Boston, Mass.

FOR SALE

Schooner *Sarah C. Conway*, 77.4 ft. long, 23.5 ft. beam, 7.4 ft. depth. In good condition. Equipped for dredging and freighting. Delaware Bay Shipbuilding Co., Inc., Agent, Leesburg, N. J.

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Statement of ownership, management, etc., of ATLANTIC FISHERMAN, published monthly at Manchester, N. H., required by Act of August 24, 1912. Editor, James E. Munson, Goffstown, N. H. Publisher, P. G. Lamson, Goffstown, N. H. Owners and stockholders, owning or holding one per cent or more of the total amount of stock: Atlantic Fisherman, Inc., Goffstown, N. H.; G. L. Read, Goffstown, N. H.; Gardner Lamson, Goffstown, N. H.; Hugh Lamson, Goffstown, N. H.; P. G. Lamson, Goffstown, N. H. Known bondholders, mortgagees, and other security holders owning or holding one per cent or more of total amount of bonds, mortgages, or other securities. None.

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Sworn and subscribed to before me,
this 23rd day of September, 1937.
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Notary Public.

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